

## **V. CIRCULATION PLAN ELEMENT**

### **A. Introduction**

The **Circulation Plan Element** of the Master Plan shows the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, and conditions and availability of existing and proposed transportation facilities including air, water, road and rail, and identifying existing and proposed locations for public electric vehicle charging infrastructure.

This **Circulation Plan Element** includes a review of Florence Township General Code, Chapter 134. Vehicles and Traffic, prior Master Plans and Master Plan Reexamination Reports prepared for the Township, and a number of Burlington County and Delaware Valley Regional Planning Commission (DVRPC) plans that included Florence Township within their reports.

### **B. Florence Township General Code, Chapter 134. Vehicles and Traffic**

#### **1. Existing Ordinances Regarding Vehicles and Traffic**

The Township's General Code, Chapter 134 provides the following Articles which regulate vehicles and traffic on municipal roadways:

##### **Article I. Definitions**

§134-1. *Words and Phrases Defined*

##### **Article II. Parking**

§134-2. *Effect of Other Provisions*

§134-3. *Parking Prohibited At All Times*

§134-4. *Parking Prohibited During Certain Hours*

§134-5. *Stopping or Standing Prohibited During Specific Times*

§134-6. *Limited Time Parking*

§134-7. *Angle Parking*

§134-8. *Parking on Public Property*

§134-8.1. *Permit Parking Program*

##### **Article III. Operation of Vehicles**

§134.9. *Truck Length and Height Restrictions*

§134.10. *Truck Routes*

§134.11. *One-Way Streets*

§134.12. *Through Streets*

§134.13. *Stop Intersections*

§134.14. *Yield Intersections*

§134.15. *Loading Zones*

- §134.16. *Taxi Stands*
- §134.17. *Bus Stops*
- §134.18. *Left Turn Prohibited*
- §134.19. *U-Turns Prohibited*
- §134.20. *Turning Prohibited*
- §134.21. *Speed Limits*
- §134.22. *Lane Use*
- §134.23. *Passing Prohibited*

**Article IV. *Emergency Parking Regulations***

- §134.24. *Conduct When Emergency is Declared*
- §134.25. *Snow Emergency Regulations*

**Article IVA. *Permit Parking***

- §134.25.1. *Florence Housing Authority Maplewood Homes Resident Parking Permit*

**Article V. *Miscellaneous Provisions***

- §134.26. *Violations and Penalties*
- §134.27. *Invalidity of Provisions*
- §134.28. *Repealer*
- §134.29. *Title*
- §134.30. *Severability*
- §134.31. *Revocation of Previous Regulations*
- §134.32. *When Effective*

**Article VI. *Schedules***

- §134.33. *Schedule I: No Parking*
- §134.34. *Schedule II: No Parking Certain Hours*
- §134.35. *Schedule III: No Stopping or Standing*
- §134.36. *Schedule IV: Time Limit Parking*
- §134.37. *Schedule V: Angle Parking*
- §134.38. *Schedule VI: Public Parking*
- §134.39. *Schedule VII: Truck Length and Height Restrictions; Trucks Over Four Tons Excluded*
- §134.40. *Schedule VIII: Route for Trucks Over Four Tons*
- §134.41. *Schedule IX: One Way Streets*
- §134.42. *Schedule X: Through Streets*
- §134.43. *Schedule XI: Stop Intersections*
- §134.44. *Schedule XII: Yield Intersections*
- §134.45. *Schedule XIII: Loading Zones*
- §134.46. *Schedule XIV: Taxi Stands*
- §134.47. *Schedule XV: Bus Stops*
- §134.48. *Schedule XVI: Left Turns Prohibited*
- §134.49. *Schedule XVII: U-Turns Prohibited*
- §134.50. *Schedule XVIII: Turning Prohibited*

- §134.51. *Schedule XIX: Speed Limits*
- §134.52. *Schedule XX: Lane Use Reservations*
- §134.53. *Schedule XXI: Passing Prohibited*
- §134.54. *Schedule XXII: Snow Parking Regulations*
- §134.55. *Schedule XXIII: Bus Stop Shelters*

**Article VIA. Handicapped Parking**

- §134.55.1. *Handicapped Parking on Street*
- §134.55.2. *Handicapped Parking in Municipal Parking Lots and Board of Education Property*
- §134.55.3. *Handicapped Parking on Private Property Open to Public and to Which Public is Invited (Retail Business)*
- §134.55.4. *Handicapped Parking on All Other Private Property*
- §134.55.5. *Signs, Pavement Markings, Installation and Maintenance*

**Article VII. Traffic Controls for Construction and Maintenance Operations**

- §134.56. *Adoption of Manual on Uniform Traffic Control Devices for Streets and Highways*
- §134.57. *Preconstruction Meetings*
- §134.58. *Hazardous Conditions*
- §134.59. *Hours*
- §134.60. *Road Closings and Detours*
- §134.61. *Traffic Directors*
- §134.62. *Stop Work*
- §134.63. *Site Preparation*
- §134.64. *Violations and Penalties*

**Article VIII. Municipal Parks and Municipal Parking Lots**

- §134.65. *H. Kenneth Wilkie Rivers Edge Park*
- §134.66. *Volunteer Park*
- §134.67. *Tenth Avenue Municipal Parking Lot*
- §134.68. *Railroad Avenue Parking Lot*
- §134.69. *Amboy Avenue Parking Lot*
- §134.70. *Roebeling Library Parking Lot*
- §134.71. *Florence Township Municipal Complex*
- §134.72. *Tow-away zones*
- §134.73. *Traffic Signs*
- §134.74. *Violations and Penalties*
- §134.75. *Repealer*

**Article IX. The Sterling House (Brookdale Senior Living, 901 Broad Street)**

- §134.76. *General Parking*
- §134.77. *Through Street and Stop Intersections*
- §134.78. *One-Way Streets*
- §134.79. *Speed Limits*
- §134.80. *Tow-Away Zones*

- §134.81. *Loading Zone(s)*
- §134.82. *No-Passing Zone(s)*
- §134.83. *Signs*
- §134.84. *Violations and Penalties*

***Article X. Hill Creek Farm (Reserve at Brookside, Old York Road)***

- §134.85. *Stop Intersections*
- §134.86. *Speed Limits*
- §134.87. *Tow-Away Zones*
- §134.88. *Signs*
- §134.89. *Violations and Penalties*

***Article XI. Golden Gate Estates (Parish Lane and Maple Avenue)***

- §134.90. *Through Streets and Stop Intersection*
- §134.91. *Speed Limits*
- §134.92. *Tow-Away Zones*
- §134.93. *Signs*
- §134.94. *Violations and Penalties*

***Article XII. Burger King Restaurant (2062 US Route 130 North)***

- §134.95. *General Parking*
- §134.96. *Through Streets; Stop Intersections*
- §134.97. *One-Way Streets*
- §134.98. *Speed Limits*
- §134.99. *Tow-Away Zones*
- §134.100. *Loading Zone(s)*
- §134.101. *Lane Use Reservations*
- §134.102. *No-Passing Zones*
- §134.103. *Signs*
- §134.104. *Violations and Penalties*

***Article XIII. Recreational Vehicle Parking Lot***

- §134.105. *South Street Recreational Vehicle Lot*
- §134.106. *Registration Required*
- §134.107. *Maintenance and Inspection Required; Additional Use Restrictions*
- §134.108. *Mandatory Removal of All Equipment for Yearly Lot Maintenances*
- §134.109. *Liability*
- §134.110. *Violations and Penalties*



## **2. Florence Township General Code, Chapter 91. Land Development**

The Township's Land Development Ordinance, Article XIV Design Specifications and Article XV Required Improvements, contain measures to insure that proposed developments will provide roadways, street signs, sidewalk, street trees, curbs and gutters, drainage, lighting, parking and other amenities that will improve circulation for vehicles, pedestrians and bicycles.

The New Jersey Department of Community Affairs, Residential Site Improvement Standards (RSIS) became operative on June 3, 1997. The rules established Statewide requirements for improvements made in connection with residential development including streets and parking, water supply, sanitary sewers and stormwater management.

## **3. Proposed Ordinances or Amendments Concerning Vehicles and Traffic**

Proposed ordinances or amendments concerning vehicles and traffic include:

- Revising the Township Ordinances are either consistent with RSIS or that they contain a reference that RSIS applies to residential site improvements.
- Amending the Sidewalk Trust Fund Ordinance.

## **C. Circulation Plans in Prior Master Plans and Reexamination Reports**

The 1976 the Florence Township Master Plan contained a one page Circulation Plan Element. Interstate 295 (I-295) was classified as a high-speed expressway connecting Mercer County with the Delaware Memorial Bridge and an interchange at County Route 656 was identified. The Pennsylvania Extension of the New Jersey Turnpike was classified as a limited access toll road connecting New Jersey with Pennsylvania. A partial interchange in Florence was designed to permit entrance to and egress from points in Pennsylvania. The New Jersey Turnpike was classified as a limited access road connecting New York and New England with points south and west, noting the expressway is located outside the Township along its southern boundary. Finally, US Route 130 was classified as a more local road paralleling I-295 and indicated commuters and shoppers utilize the heavily traveled arterial that connects Middlesex County with Salem County.

The 1976 Master Plan included several "*Reserved*" items which appeared to be items that would be provided in future Master Plans. Traffic Volume, Problems and Improvements and a Circulation Plan Map were listed as "*Reserved*."

A Road System Map showing Municipal Roads, County Roads, U.S. Highways, Superhighways and Railroads was included in the 1976 Master Plan and a 1999 Amended Master Plan contained a Road Weight Restriction Map showing Burlington County Routes, NJDOT/NJTPA Highways and Four Ton G.V.W. Maximum Weight Restriction roads. However, the "*Reserved*" items were not provided and the Circulation

Plan Element was not expanded from the limited information that was provided in 1976 and 1999.

The June 19, 2000 Reexamination Report stated that the Circulation Plan, last adopted in 1976 should be revised considering the impacts of the new Pennsylvania Extension of the NJ Turnpike Interchange on municipal, county and state road systems. The Reexamination Report noted that the new interchange may spur non-residential development along the Route 130 corridor as well as some interior lands along Cedar Lane and other GM-General Manufacturing and HC-Highway Commercial properties.

The Report stated that New Jersey Department of Transportation (NJDOT) has no long range plan to create dividers along Route 130 and that the roadway was modeled by NJDOT to become six lanes with appropriate jughandles, depending on the development of adjacent land uses and only in those parts of the highway where such more intense development occurs, for example, where the eventual Whitesell property will develop.

Several other recommendations were made in the 2000 Master Plan Reexamination Report. The recommendations and the current status (shown in *italic*) are as follows:

- Examine the need for a comprehensive pedestrian network with an inventory and analysis of where people work in an effort to encourage walking as a passive recreation activity connecting park and recreation activities. *The Township has actively monitored pedestrian network and proposed new connections.* In addition, Ordinance 91-74 requires the installation of sidewalks as a condition of land development approval and a Sidewalk Trust Fund provides a mechanism for a contribution in lieu of installing sidewalk, however, the fund can only be utilized for sidewalk construction in the vicinity of the sidewalk for which the contribution was made.
- Weight restrict or otherwise restrict the following roads from use as a truck route: Front Street, Delaware Avenue north of US Route 130, Broad Street, Wilbur Henry Drive, Cedar Lane north of Route 130, and Railroad Avenue. Ordinance 134-39, Schedule VII and 134-40, Schedule VIII. are inconsistent. The inconsistency should be resolved.

Ordinance 134-39 states the following roads are weight restricted: Burlington-Bustleton Road (CR 661) from the Burlington Township line to Old York Road (CR 660) and Cedar Lane from Hunt Circus Drive to Burlington-Bustleton Road (CR 661).

Ordinance §134-40, Schedule VIII: Route for Trucks Over Four Tons states:

- A. In accordance with the provisions of §134-10, (§134-10. Truck routes. Pursuant to N.J.S.A. 40:67-16.1, the streets or parts of streets as described in Schedule VIII attached to and made a part of this chapter are hereby designated as routes for trucks over four tons. All trucks having a registered gross weight in excess of four tons shall be excluded from all streets except from those streets which form a part of the system of truck routes.



§134-40 Schedule VIII: Route for Trucks Over Four Tons states:

- B. In accordance with the provisions of §134-10, the following streets or parts of streets are hereby designated as routes for trucks over four tons.
- B. All trucks having a registered gross weight in excess of four tons shall be excluded from all other streets, except for the pickup and delivery of materials on such streets.

<u>Name of Street</u>	<u>Location</u>
Railroad Avenue	Between Delaware Avenue and Cedar Lane

Weight and truck route development and recommendations for this 2022 Master Plan include the following:

- Industrial development, which has occurred and continues to occur along West Front Street in Florence Township and River Road in Burlington Township, generates a significant amount of traffic, including tractor-trailers and other large trucks, traveling through residential areas along portions of West Front Street, and East Front Street and Delaware Avenue to access Route 130. There is a need to prohibit tractor-trailers and large trucks traveling on these roads by weight-restricting these roads and to direct these trucks to the south through the industrial areas in Burlington Township via River Road (a county road), a portion of Neck Road (a county road) to Dulty's Lane (which was recently made a county road), and then to Route 130. Florence Township has been in discussions with Burlington Township and Burlington County to have a new connector road be constructed through the Burlington Township industrial area from River Road to Daniels Way, which connects to John Galt Way in the Haines Industrial Center in Florence Township and then to Route 130. Since this new connector road would provide an alternative for industrial traffic generated in the vicinity of West Front Street and River Road to access Route 130, the segment of roadway from River Road to Route 130 should become a county road. To accomplish weight-restricting portions of West Front Street, and East Front Street and Delaware Avenue, trucks must have the ability to enter and leave West Front Street without getting trapped and to continue traveling from West Front Street back to River Road. Florence Township has been in discussions with Burlington County to construct a roundabout in West Front Street to provide trucks the ability to freely and easily enter and leave West Front Street to travel back to River Road.
- With the continued development of warehouse and distribution facilities on the Whitesell tract, orient traffic onto Route 130 instead of onto local streets which are all truck routes. *Intersection improvements on Route 130 have assisted in orienting traffic onto Route 130.*
- Develop a parallel road with Florence-Columbus Road to accommodate future commercial growth in the corridor. The road should be a Collector Road. The New Jersey Department of Transportation (NJDOT) completed its concept development for improving the intersection of Route 130 and Florence-Columbus Road in early 2022. The preferred alternative is designed to separate a portion of

Florence-Columbus Road along a new segment to the north through vacant lands away from the Route 130 and Delaware Avenue intersection to a new signalized intersection with Route 130. All Route 130 southbound traffic, including trucks, would take the new segment and turn left to travel along Route 130. Route 130 northbound traffic would take the new segment to the new signalized intersection turning right onto Route 130. Local traffic, excluding tractor trailers and large trucks, would continue on the original Florence-Columbus Road to its intersection with Route 130 and cross the highway at the traffic signal to access the residential areas along Delaware Avenue and East Front Street. The next step is for NJDOT to obtain funding to design and construct the preferred alternative.

- While NJDOT was undertaking concept development for the Route 130 and Florence-Columbus Road intersection, Burlington County suggested a long-term solution that involved the construction of a southern by-pass road from Florence-Columbus Road with a roundabout at Regars Lane to Cathy Lane where a grade-separated interchange would be constructed over Route 130 with ramps from the state highway connecting to the overpass. The by-pass would continue in a northerly direction from the Route 130 interchange to a grade-crossing with the railroad and would ultimately intersect Railroad Avenue. All Route 130 southbound traffic from Florence-Columbus Road would be directed to the by-pass and grade-separated interchange. Traffic from Florence-Columbus Road headed to the industrial area along Railroad Avenue and Cedar Lane that lies north of the Pennsylvania Turnpike Extension would be able to avoid the Delaware Avenue and Railroad Avenue intersection, which has poor geometry that often causes tractor trailers to straddle the railroad tracks when turning left from Delaware Avenue to Railroad Avenue and thereby creating an unsafe condition. Southbound traffic from Route 130 heading to the I-295 interchange with Florence-Columbus Road would be directed to the grade-separated interchange where vehicles would then take the by-pass to Florence-Columbus Road. Northbound traffic from Route 130 heading to the I-295 interchange would travel on a ramp to the by-pass and then to Florence-Columbus Road. This solution would allow for the removal of the traffic signal and the closing of Route 130 median that would prevent any turning movements at the segment of Florence-Columbus Road at Route 130. Northbound Route 130 traffic from Florence-Columbus Road would continue to use the segment. Northbound traffic from the original segment of Florence-Columbus would be limited to crossing Route 130 to Delaware Avenue. Full turning movements would be allowed from Delaware Avenue to Route 130 and Florence-Columbus Road.

NJDOT deemed this solution to be outside the scope of the concept development process. Notwithstanding, this long-term solution must be further explored to determine its viability.



## **D. Florence Township Roadway Improvement Program**

### **1. Township Road Program**

Florence Township actively reviews and analyzes their existing roads and prepares and updates its Roadway Improvement Location Map in conjunction with the Township Engineer's Office. The Roadway Improvement Location Map is included on the Florence Township website so residents can visualize the amount of roadway improvements that have been performed each year and to show where improvement efforts may need to be concentrated in the future. Each year, after the Township has identified streets to be improved, a list of those targeted streets is added to the Township website. **Figure V-1. Roadway Improvement Location Map** and identifies the following Road Reconstruction projects:

Pre 1995 - 1995	2015 Road Program
1996 - 1999 Road Program	2016 Road Program
2000 - 2007 Road Program	2017 Road Program
2007 Tall Timber Lane	2018 Road Program
2008 - 2011 Road Program	2018 Twp/PSEG Road Program
2012 Road Program	Legacy at Meadowcroft
2013 Road Program	Oak Mill Estates
2014 Road Program	

A list of roads in the **2018 Township Road Program** included:

Potts Mill Road (Phase I)	Third Avenue
Hornberger Avenue (Phase III)	Fourth Avenue
Wallace Avenue	Sixth Avenue (With Additional Parking)
McCay Drive	Alden Avenue
Burcliff Street	Walnut Street
Main Street	Cooper Street
Seventh Avenue	Schisler Drive
East Sixth Street	Eighth Avenue
Spruce Street	

The **2019 Township Road Program** included:

Cherry Street (Hamilton to Alden)  
Alden Avenue (Sixth Street to end)  
Sixth Street (Hamilton to Alden)  
James Street  
Fourth Avenue (Main Street to Riverside Avenue)  
Sixth Avenue (Hornberger Avenue to Riverside Avenue)  
Seventh Avenue (Hornberger Avenue to Main Street)  
Fifth Avenue (Hornberger Avenue to South Street)  
Riverside Avenue new parking along park (3rd - 5th Avenue)  
Olive Street (Fifth Street to Sixth Street)  
Third Street, East (Broad Street to Walnut Street)

Grove Street (Delaware Avenue to Circle and Circle)  
Potts Mill Road Phase II (Bridge to west of Archibald Drive)

And the **2020 Township Road Program** includes:

Morris Court Development  
Second Street, East (Grove Street to Oak Street)  
Spring Street (Fourth Street to Sixth Street)  
Summer Street (Fifth Street to Sixth Street)  
Winter Street (Fifth Street to Sixth Street)  
Church Street (Fourth Street to Fifth Street)  
Eyre Street (Front Street to Fifth Street)  
Walnut Street (Fourth Street to Sixth Street)  
Station Road (Delaware to Route 130)  
Second Street, West (Eyre to Boulevard)  
Wallace Avenue (Delaware to Station)  
Alley Between Second and Third Streets (Broad to Spring)

The **2021 Township Road Program** includes:

West Second Street and Main Street  
Potts Mill Road Improvements  
Repaving  
Sidewalks from Creekwood Drive to eventually connect to Route 130

And the **2022 Township Road Program** includes the following streets:

Winter Street (Front to W. Second, Third to Sixth)  
West 5th- South Side only- Spring to Church (including the crossing at Winter Street)  
West Second Street (Broad to Boulevard)  
Summer Street (Front to West 3rd)  
Spring Street (Front to West 3rd)  
Church Street (Front to West 3rd)  
Main Street (2nd to 5th) (Both sides)  
Iron Street (Front to W. Third)  
Walk/Bike Trail from Walnut to Eyre (5th Street)  
Zinc Street (West 2nd to West 3rd)  
West 6th (Spring to Summer)  
Wilbur Henry Drive  
9<sup>th</sup> Street  
Potts Mill Road

Other Roadway Improvements proposed and/or completed in **2018** include the following:

- New traffic calming and pedestrian safety improvements were completed including a splitter island and pedestrian crossing at Hornberger and Second Avenues.
- The Cedar Lane Roundabout was completed in May, 2018.

Other projects proposed and/or completed include:

- New push-button pedestrian crossing signals at Delaware and Hornberger Avenue School Crossing. A shared service agreement was signed on April, 2021 with Burlington County. (*Proposed*)
- Route 130/Florence-Columbus Road – The Township will continue to work with NJDOT and the County to finalize the design for improvements.
- Route 130/Cedar Lane – Final design nearing completion.

## **2. Other Needed Improvements**

The Township has identified several roads and/or projects which should be resolved. These are:

- Paper Streets are continually analyzed for potential future movement. When not needed, Florence tends to look favorably on vacating paper streets and conveying the land to adjacent landowners.
- Old York Road (CR 660) and Burlington-Columbus Road (CR 661)- Visibility is a problem at the intersection due to incorrect geometry. Right now the intersection does not warrant a traffic light because volumes are not high enough. Both roads are county roadways.
- The intersection of Delaware Avenue, Station Road and the railroad crossing has been identified as a dangerous intersection. The County and Township are studying the intersection in conjunction with needed improvements on U.S. 130 and Florence-Columbus Road (CR 656). Florence Township is working in conjunction with Burlington County and NJ Transit to make improvements to the intersection.
- The right turn from US 130 Northbound onto Potts Mill Road is a hard turn, particularly if speed is an issue. The shoulder appears to be insufficient. This turn, the shoulder and Potts Mill Road should be investigated for potential widening of one or both roadways. The Township is in Phase III of NJDOT improvements. The radius will be changed and a utility pole will be removed.
- The intersection of Hornberger Avenue and Olive Street at Delaware Avenue is congested at certain times of the day when school dismisses students for the day and crossing guards are stopping traffic. The intersection is under joint Township and County jurisdiction. A traffic light should be investigated to reduce traffic delays at the intersection.
- Route 130 traffic issues at Delaware Avenue/Florence Columbus Road. NJDOT recently held a Public Information Center for Intersection Improvements at Route 130 Delaware Avenue/Florence-Columbus Road.

Further information on the Preferred Alternative is contained in Section E. of this Circulation Plan Element.

- A crosswalk on Cedar Lane at Olive Street is recommended for pedestrian safety.
- New Jersey Transit is considering a transit station on Railroad Avenue.
- Continue efforts to increase pedestrian circulation connections throughout the Township.



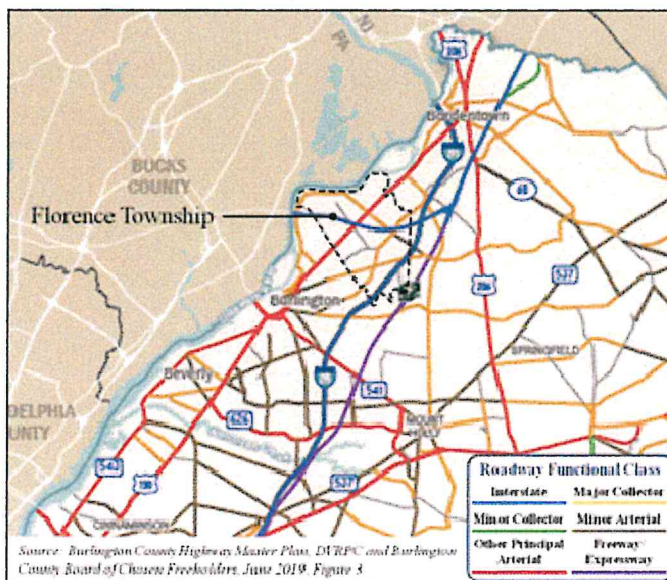
## E. Burlington County Highway Master Plan, June, 2019

Burlington County's proposed June, 2019 Highway Master Plan was discussed in July 2020. The proposed plan went before the County Planning Board and it was decided that approval should be put on hold. The County Commissioners cannot approve it until the Planning Board approves it. The proposed Master Plan provides a fairly recent wealth of information concerning Burlington County roadways, transit lines and stations, land use centers including business and freight centers, bicycle networks and other documents and maps for Florence Township. Relevant maps and information from that report are summarized for this Master Plan.

### 1. FHWA Highway Functional Class

Florence Township's location within the County and the Federal Highway Administration (FHWA) Functional Class of roadways in the Township are shown on **Figure V-2. FHWA Highway Functional Class Map**. **Figure V-2** identifies Interstates, Freeways/Expressways, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local streets.

**Figure V-2. FHWA Highway Functional Class Map**



Interstates are limited access highways that were designed for long-distance travel and designated as Interstates by the Secretary of Transportation. Interstate 295 and the New Jersey Turnpike and the New Jersey (Pennsylvania Extension) are the only Interstates in Burlington County. Interstate 295 passes through the southern portion of the Township and has exit and entrance ramps to and from it at Interchange 52. The New Jersey Turnpike runs in a generally north to south direction through the state and the Pennsylvania Extension of the Turnpike passes through the

northern and central portion of the Township in a generally east to west direction with Interchange 6A existing and entering on Route 130.

Freeways/Expressways are similar in design to Interstates. They are limited access highways designed for long-distance travel. The New Jersey Turnpike south of Interchange 6 at Mill Lane in Mansfield Township is the only Freeway/Expressway in Burlington County.

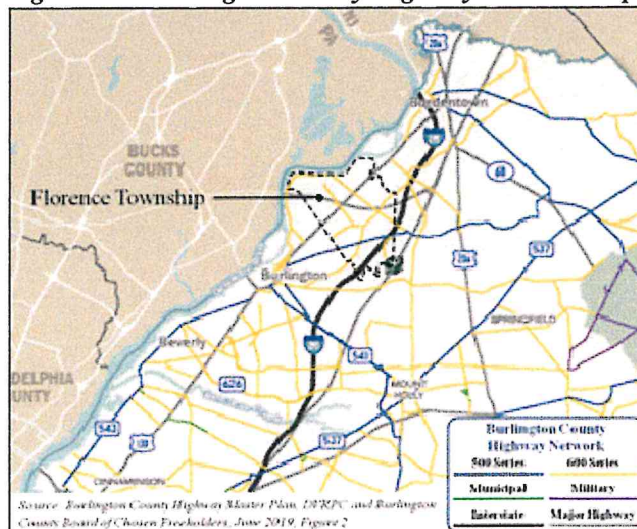
Other Principal Arterials are roadways that provide a high degree of mobility to and through major centers. Route 130 is classified as an Other Principal Arterial which flows in a generally east to west direction through the Township.

Minor Arterials are designed for trips of moderate length and serve smaller geographic areas than their higher Arterial counterparts and offer connectivity to the higher Arterial system. Florence-Columbus Road (County Route 656) from Burlington-Columbus Road (County Route 543) and the New Jersey Turnpike southeast of Florence Township northwest to Old York Road (County Route 660) is a Minor Arterial roadway.

Major and Minor Collectors channel traffic from Local Roads onto Arterials. The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. In the Township, the following roadways are classified as Major Collectors: Burlington-Columbus Road (County Route 543), Old York Road (County Route 660), Florence-Columbus Road from Old York Road (County Route 660) to U.S. Route 130, Delaware Avenue (County Route 656) from U.S. Route 130 to Oak Street (County Route 656), East Front Street to West Front Street to the western Township boundary line (County Route 656).

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads. Two local roads are classified as County Routes. These are Burlington-Bustleton Road (CR 661) from the western Township line to Old York Road (County Route 660) and Cedar Lane (County Route 659) from Burlington-Bustleton Road (County Route 661) to Wilbur Henry Lane.

**Figure V-3. Burlington County Highway Network Map**



Burlington County's Highway Network of 500 Series and 600 Series roads are shown in **Figure V-3. Burlington County Highway Network Map**. In Florence Township, all of the County roadways are 600 series roads with the exception of Burlington-Columbus Road (County Route 543). The difference between 500 and 500



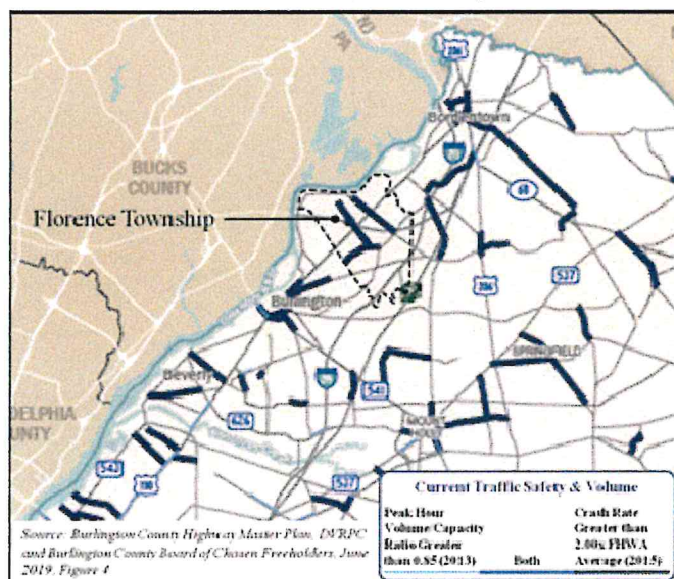
series roadways is that 500 series roads are the highest order of roadway, are the longest, traverse multiple counties.

## 2. National Highway System

National Highway System routes are important routes for interconnected travel and long-distance mobility, national security, and the nation's economy and competitiveness. These routes are approved by the United States Congress. In Florence Township, Interstate 295 and the New Jersey Turnpike Pennsylvania Extension are considered part of the Eisenhower Interstate System. U. S. Route 130 is designated as an Other National Highway System Route as is the New Jersey Turnpike south of Mill Lane in Mansfield Township.

## 3. Current Traffic Safety

**Figure V-4. Existing Traffic Safety (2015) and Volume (2013) Map**



**Figure V-4. Existing Traffic Safety (2015) and Volume (2013) Map** for Florence Township shows that several County roads have a crash rate greater than two times the Federal Highway Administration (FHWA) average in 2015. The crash rate is equal to the number of crashes per 100 million vehicle miles of travel (VMT). The traffic score is based on 2015 crash statistics from the New Jersey Department of Transportation (NJDOT). The roads identified with this distinction in Florence Township include Cedar Lane from Burlington-Bustleton Road (CR

659) north to Wilbur Henry Drive, Burlington-Bustleton Road (CR 661) between the western Township boundary line and Old York Road (CR 660) and Florence-Columbus Road/Delaware Avenue between Old York Road (CR 660) and East Front Street.

## 4. Forecasted 2040 Rush Hour V/C Ratio

The Burlington County Highway Master Plan included a Forecasted 2040 Rush Hour Volume/Capacity map which showed the volume to capacity (V/C) ratio for the PM peak traffic hour, assuming the revised demographic forecasts and transportation improvements generated by DVRPC and the county for Year 2040. V/C ratios are a measure to traffic congestion given prevailing traffic volume and roadway conditions. A threshold value of 0.85 indicates a roadway is reaching its maximum vehicular capacity. A threshold value equaling or exceeding 0.85 was used to indicate forecasted volume's

approach to the theoretical maximum capacity. In Florence Township, U. S. Route 130 from the western side of the Township, west to Cedar Lane was shown as 0.85-0.99 Volume/Capacity Ratio for 2040 as was Florence-Columbus Road (CR 656) from the New Jersey Turnpike Pennsylvania Extension southeast to the New Jersey Turnpike. The County Highway Master Plan shows an increase in the V/C Ratio for both roadways between a base year of 2013 where the peak hour volume/capacity ratio for neither roadway was greater than 0.85 and the 2040 forecasted V/C Ratio where both roadways are anticipated to exceed 0.85.

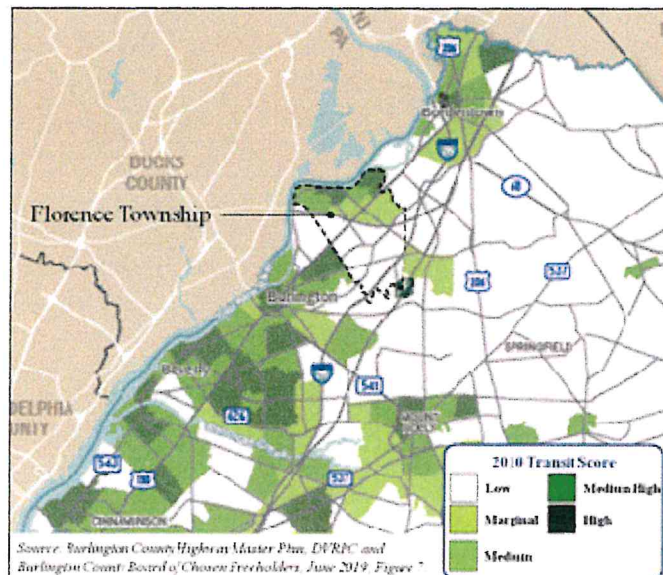
## 5. Transit Score (2010)

The Transit Score was calculated using a Traffic Management Process (TMP) to identify improvement strategies for the Burlington County road network. The Transit Score is a measure of the appropriateness of transit service and transit investment based on the relationships among the following:

- Population Density
- Employment Density
- Zero-Car Household Density

In general, denser areas are more transit supportive environments and as a result, they are given higher transit scores and the higher the transit score, it is more likely that transit will be successful. **Figure V-5. Transit Score (2010) Map** shows that the area around the Florence Station has a Low to Marginal Transit Score and the area around the Roebling Station has a Marginal to Medium to Medium High Transit Score. The remainder of the riverfront area between the two stations to the western Township boundary line have a Medium to Medium High Transit Score. Areas north of the Pennsylvania Extension to the New Jersey Turnpike north Route 130 have a Marginal Transit Score.

**Figure V-5. Transit Score (2010) Map**

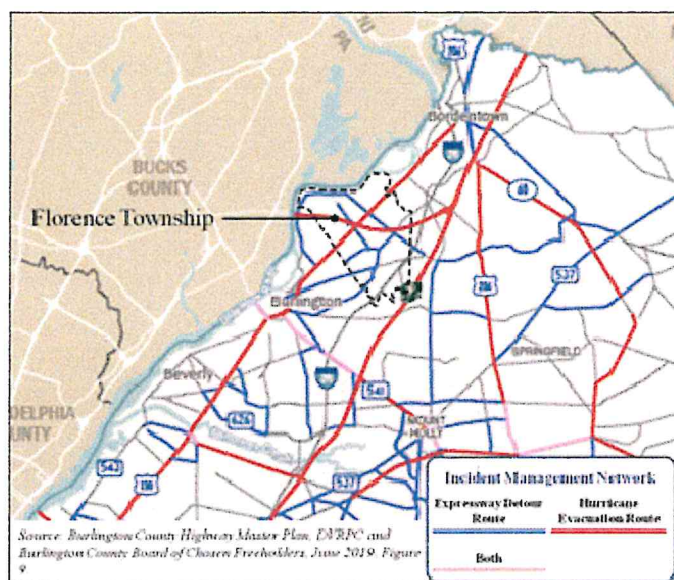


## 6. Incident Management Network

The Incident Management Highway Network consists of regional highway and designated parallel or intersecting routes used to detour traffic during incidents (NJDOT) and weather emergencies (Homeland Security). By using surveillance and



communication equipment such as Dynamic Message Signs, and electronic control systems, incidents can be detected and traffic flow can be better managed.



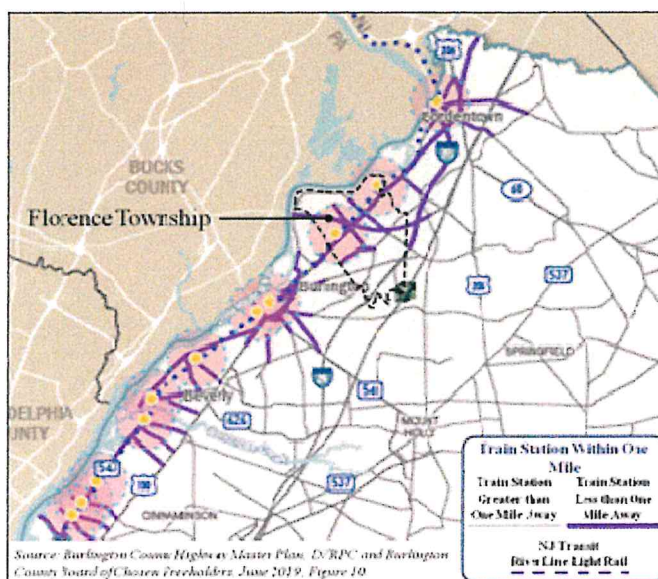
**Figure V-6. Incident Management Network Map** shows the county routes in Florence Township that are part of the network include Front Street/Delaware Avenue/Florence-Columbus Road (CR 656), Cedar Lane (CR 659), Old York Road (CR 660), Burlington-Bustleton Road (CR 661), and the western portion of Columbus-Burlington Road (CR 543) to the intersection with Old York Road (CR 660). These roads are shown on **Figure V-6** as Expressway Detour Routes.

U.S. Route 130 and the Pennsylvania Extension of the New Jersey Turnpike are shown as Hurricane Evacuation Routes.

## 7. Train Stations Within One Mile

**Figure V-7. Train Stations Within One Mile Map** shows the two NJ Transit River LINE Light Rail stations in Florence Township. The NJ Transit River LINE provides service to 21 stations, 11 of which are in Burlington County. The stations along the River LINE provide connections to Amtrak, NJ Transit, the Southeastern Pennsylvania Transportation Authority (SEPTA), Regional Rail lines, the Port Authority Transit Corporation (PATCO) High Speed Line, NJ Transit buses, community and paratransit local bus services and private corporate shuttles. The availability of the transit system is public access to jobs throughout the region. The one mile radius shown on **Figure V-7** is an approximate 20 minute walk. A bicyclist's one mile ride would be faster. Multimodal access to the stations on the highlighted segments would be strategic.

**Figure V-7. Train Stations Within One Mile Map**





**Figure V-8. 2013 River LINE Weekday Boardings and Parking**

Station	Passenger Boardings	Parking Capacity	Parking Used	Parking % Occupancy
Bordentown	336	183	142	78%
Roebbing	225	215	41	19%
Florence	304	589	82	14%
Burlington Towne Centre	634	No parking	N/A	N/A
Burlington South	341	356	159	45%
Beverly/Edgewater Park	648	201	114	57%
Delanco	183	103	71	69%
Riverside	469	315	74	23%
Cinnaminson	200	253	81	32%
Riverton	172	64	62	97%
Palmyra	406	35	20	57%
<b>All Burlington County Stations</b>	<b>3,918</b>	<b>2,314</b>	<b>846</b>	<b>37%</b>

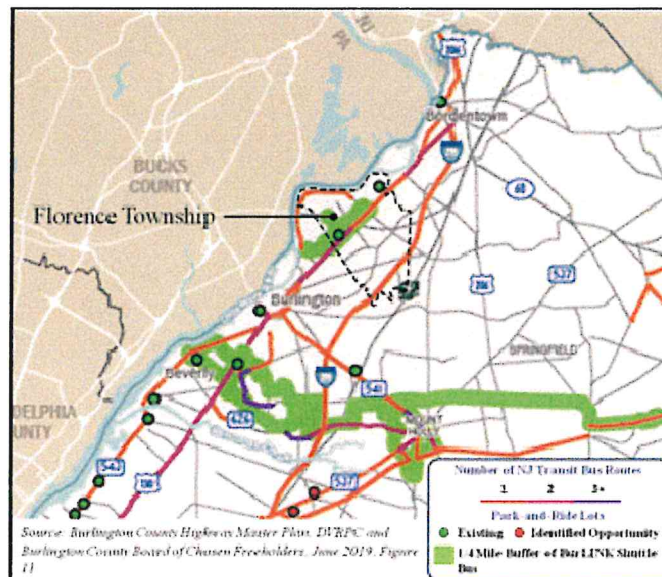
Source: Burlington County Highway Master Plan, DIRPC and Burlington County Board of Chosen Freeholders, June 2019, Table 6

Available ridership information between 2004 and 2013 indicates ridership on the River LINE doubled. **Figure V-8. 2013 River LINE Weekday Boardings and Parking** is provided for all the Burlington County Stations. **Figure V-8** shows that parking lot utilization in Florence is the lowest percent used of all the transit parking lots (14%) with the Roebbing Station the second lowest percent utilized (19%).

## 8. New Jersey Transit Bus Service, BurLINK Bus Service, and Park-and-Ride Lots

**Figure V-9. NJ Transit Bus Service, BurLINK Shuttle Bus Service, and Park-and-Ride Lots Map** shows there are two (2) NJ Transit Bus Routes on U.S. Route 130 from Burlington City to Cedar Lane in Florence. From Cedar Lane on U.S. Route 130 north to Kinkora Road in Hedding, there is one bus route. **Figure V-9** also shows there are two (2) existing Park-and-Ride Lots in the Township and the ¼ mile Buffer of BurLINK Shuttle Bus service is shown. The South Jersey Transit Authority (SJTA) operates BurLINK shuttle service in Burlington County, connecting with a number of NJ Transit bus routes and the River LINE stations.

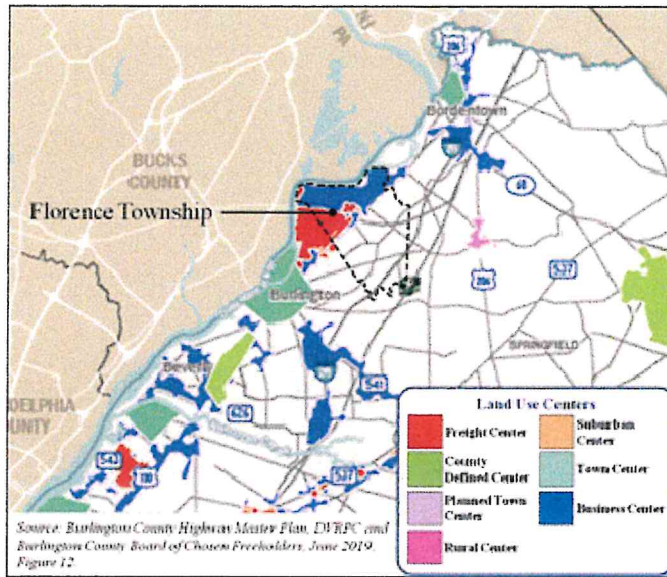
**Figure V-9. NJ Transit Bus Service, BurLINK Shuttle Bus Service, and Park-And-Ride Lots Map**





## 9. Land Use Centers, Business Centers and Freight Centers

**Figure V-10. Land Use Centers, Business Centers and Freight Centers Map**



**Figure V-10. Land Use Centers, Business Centers, and Freight Centers**

are identified in Florence Township. Land Use Centers represent areas of concentrated land use activity that DVRPC identified in its Long Range Plan (LRP). The Land Use Centers are anticipated to generate significant traffic and are destinations for transit service. The Highway Master Plan states that long-term revitalization of the areas should plan to introduce interconnected and complementary land uses in close proximity in order to internalize trip generation, to promote two-way transit travel,

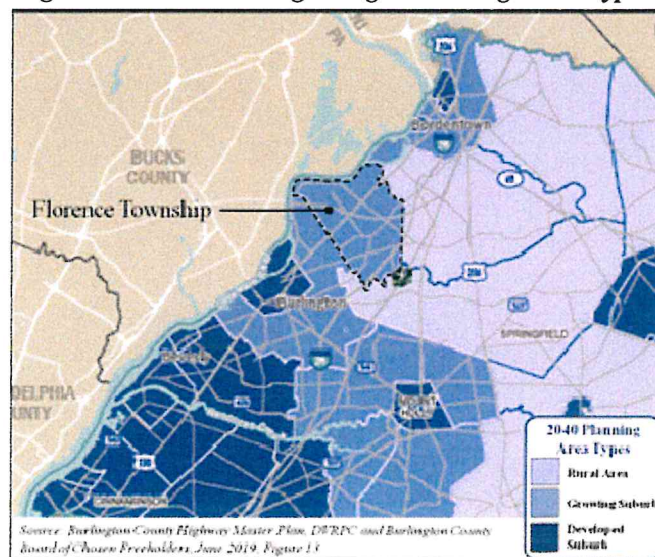
and to reduce Single Occupancy Vehicle (SOV) travel.

In Florence, the northwestern end of the Township is identified as a Freight Center with the northcentral and northeastern sides along the Delaware River are identified as a Business Center.

## 10. 2040 Long-Range Planning Area Type

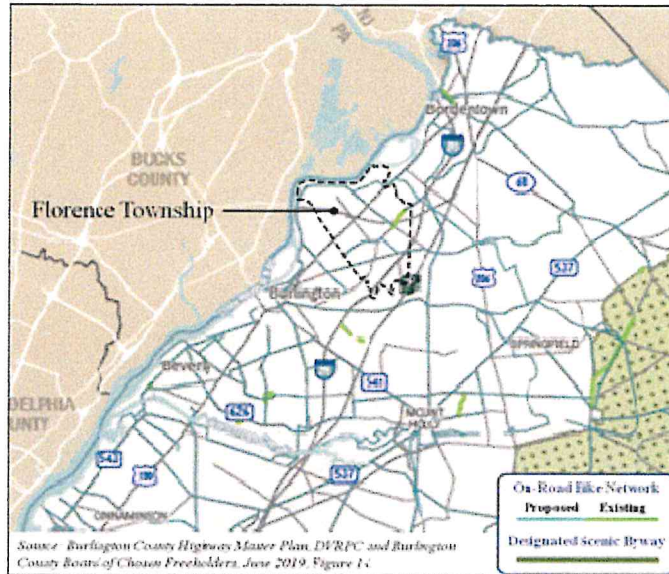
The 2040 Long-Range Planning Area Type for Florence Township is identified in **Figure V-11. 2040 Planning Area Type Map** as a Growing Suburb which is the degree of urbanization of each particular area. The planning area types should be used to highlight the need to consider the type of roadway connectivity and consistency with municipal plans, ordinances, and design criteria when evaluating and reviewing plans for new development.

**Figure V-11. 2040 Long-Range Planning Area Type**



## 11. Bicycle Network

**Figure V-12. Bicycle Network: Designated Scenic Byways; Cultural, Historical, and Community Resources Map**



The Burlington County Highway Master Plan identifies only one relatively short Existing On-Road Bike Network in Florence Township as shown in **Figure V-12. Bicycle Network: Designated Scenic Byways; Cultural, Historical, and Community Resources Map**. The On-Road Bike route is on Old York Road (CR 660) between Florence-Columbus Road, northeast to the Township's eastern boundary. **Figure V-12**, however, shows a number of Proposed On-Road Bike routes listed below:

- Hornberger Avenue from Delaware Avenue to U.S. Route 130, continuing on U.S. Route 130 northeastward to Bordentown.
- Front Street entering into the western Township boundary from Burlington Township to Delaware Avenue to Florence-Columbus Road (CR 656) to Old York Road (CR 660).
- Burlington-Bustleton Road (CR 661) on the western Township boundary line to Old York Road (CR 661), and south on Jacksonville Road to Burlington-Columbus Road (CR 543).
- Burlington-Columbus Road (CR 543) from Neck Road in Burlington Township on the western side of the Township, through the Township and continuing on CR 543 beyond the Township limits.

## 12. Traffic Management Long-Range Plan Strategies

The Burlington County Highway Master Plan contains a map showing the number of traffic management long-range plan strategies for various roadways in Florence Township. Strategies include Operational Strategies, Transportation Demand Management Strategies, Strategies to Increase the Capacity of Existing Transportation Systems, Strategies to Add New Transportation System Capacity, and Goods Management Strategies. The map does not identify the type of strategy proposed but the number of strategies to be employed. Following is a list of roadways shown with the corresponding number of Long-Range Plan Strategies for each:

- Front Street (CR 656) - 5
- Delaware Avenue (CR 656) - 0



- Florence-Columbus Road (CR 656) from U.S. Route 130 to the Pennsylvania Extension of the NJ Turnpike (CR 656) – 0
- Florence-Columbus Road (CR 656) from the Pennsylvania Extension of the NJ Turnpike to the NJ Turnpike – 4
- Pennsylvania Extension of the NJ Turnpike through Florence Township – 5
- U.S. Route 130 through Florence Township – 5
- Cedar Lane (CR 659) from Burlington-Bustleton Road (CR 661) to Wilbur Henry Street – 5
- Old York Road (CR 660) from the western side of the Township to Columbus-Burlington Road (CR 660) – 0
- Columbus-Burlington Road (CR 543) from the western Township boundary to Old York Road (CR 660) - 0
- Columbus-Burlington Road (CR 543) from Old York Road (CR 660) to the New Jersey Turnpike - 4
- Burlington-Bustleton Road (CR 661) from the western Township boundary line to Cedar Lane (CR 659)
- Old York Road (CR 660) from Columbus-Burlington Road (CR 543) to Florence-Columbus Road (CR 656) – 2
- Interstate 295 through the Township - 5

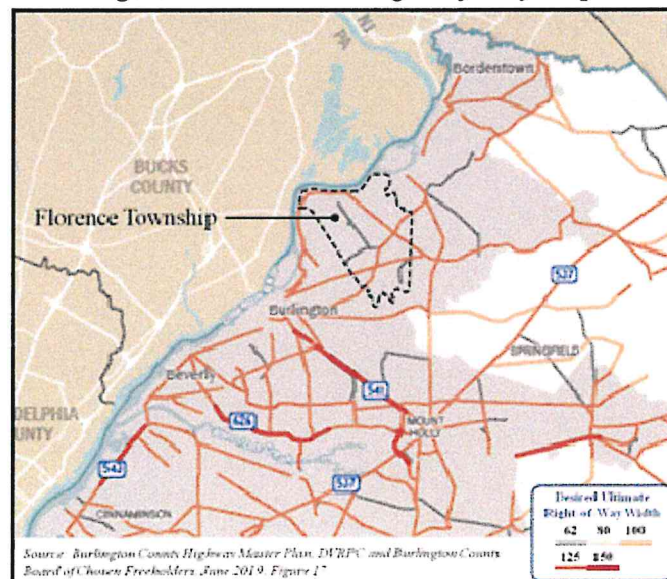
### 13. Estimated Volume/Capacity Ratio

A Travel demand model was used in the Burlington County Highway Master Plan to identify sections of County Routes with the potential for increased capacity or widening in the future. The only road shown with a potential need to increase capacity was Florence-Columbus Road (CR 659) from Old York Road (CR 660) south to Burlington-Columbus Road (CR 543).

*Figure V-13. Ultimate Right-Of-Way Map*

### 14. Ultimate Right-of-Way

*Figure V-13. Ultimate Right-of-Way Map* shows the Desired Ultimate Right-of-Way Width for a number of county roads in the Township. Following are the roads shown with the corresponding ultimate right-of-way width:



- Front Street/Delaware Avenue/Florence-Columbus Road (CR 656) – 125 Feet
- Old York Road (CR 660) through the Township – 125 Feet
- Burlington-Columbus Road (CR 543) – 125 Feet
- Cedar Lane (CR 659) – 62 Feet
- Burlington-Bustleton Road (CR 661) – 62 Feet
- Jacksonville Road – 62 Feet

#### **F. Burlington County/River Route Corridor Study, June 29<sup>th</sup>, 2018-Final Draft**

Through a joint effort by WSP USA, Burlington County Bridge Commission and Traffic Planning and Design, Inc., the Burlington County/River Route Corridor Study was prepared for intersections and corridors along the River Route Corridor from Cinnaminson Township to Bordentown Township in Burlington County. The Corridor Study summarizes existing conditions (location, current design and geometric configuration, crash data, traffic volumes, and local and regional context), notable previous studies and findings, issues and deficiencies, recommended improvements and concept diagrams for 41 locations of which eight locations are in Florence Township.

Following are the recommendations of the Burlington County/River Route Corridor Study that remain relevant for five locations in Florence Township, given the completion of more recent studies and plans.



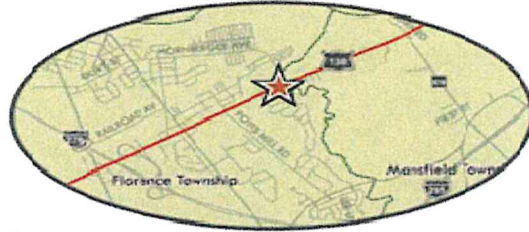
## 1. U.S. 130 at Hornberger Avenue, Florence Township, MP 51.7

The sidewalk recommended along Hornberger Avenue from Route 130 to the light rail station has merit. It must be evaluated in terms of any

### U.S. 130 AT HORNBERGER AVE, FLORENCE TOWNSHIP, MP 51.7

#### Configuration

This three-legged intersection is controlled by a traffic signal. U.S. 130 carries two travel lanes plus a shoulder in each direction, in addition to a dedicated left-turning lane for northbound vehicles and dedicated right-turning lane for southbound vehicles on U.S. 130. The northbound left-turn lane is approximately 270 feet in length while the dedicated right-turn lane in the southbound direction is approximately 300 feet in length. Hornberger Avenue carries one travel lane in each direction with no dedicated turn lanes for the eastbound approach. All eastbound turning movements are made from the single lane at the intersection. Left-turning vehicles from northbound U.S. 130 onto Hornberger Avenue have a dedicated left-turn signal phase and are otherwise restricted from making the turn.



#### Crashes

- 14 Crashes between 2014-2016; 1 moderate injury reported

#### AADT

- U.S. 130 – 23,865 in 2016, 25,245 in 2012
- Hornberger Avenue – Data not available

#### Considerations

The NJ Transit Roebling River Line Station is located less than one-half a mile north of the intersection. A single NJ Transit bus stop along Route 409, which operates between Trenton and Philadelphia, is located directly north of the intersection along northbound U.S. 130. The bus stop is currently unsigned and contains no passenger facilities. Several residential developments are located within walking distance of the intersection. A gas station along southbound U.S. 130 and a small business along northbound U.S. 130 are the only active uses at the intersection. About 800 feet south of the intersection is a small cluster of commercial establishments, all accessed from Fairbrook Drive. Significant industrial redevelopment is planned for the Roebling section of Florence Township to the north of the intersection. Vehicular and pedestrian volumes are generally expected to increase at the intersection after the new developments open.

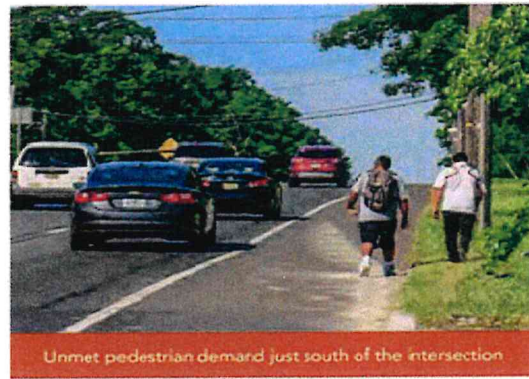
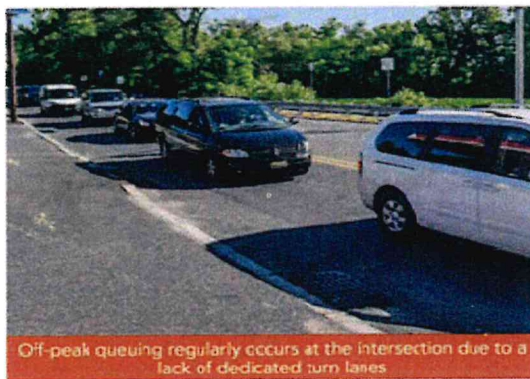
#### Issues

- Sight distances to Fairbrook Drive from northbound U.S. 130 are limited due to grade.
- Left-turning vehicle volumes from northbound U.S. 130 to Hornberger Avenue will increase as the slated redevelopment in Roebling takes place. The existing left-turn capacity may not be sufficient for future operations.
- Vehicular capacity at the eastbound approach to U.S. 130 is limited due to the existing single lane design, which supplies both right and left-turning movements.
- There is no sidewalk or bicycle network to connect the residential developments along U.S. 130 to the Roebling Light Rail station on Hornberger Avenue.

#### Previous Studies and Recommendations

The 1997 DVRPC River Route Corridor Study made the following recommendations for this intersection:

- Either extend the left-turn lane or construct a near-side jug-handle for the northbound left-turns, or relocate the intersection approximately 200 feet south to construct a reverse jug-handle for northbound left-turns and provide a southbound right turn lane.
- Widen and straighten Hornberger Avenue between U.S. 130 and the rail line to provide an attractive access road to serve the expected



Source: Burlington County River Route Corridor Study, Page 32-33, June 2018.  
environmental factors that may limit or prohibit its construction.

increases in auto and truck traffic due to the potential development and redevelopment in this area of the township.

- Relocate the existing NJ Transit Route 409 bus stop to the near-side of the intersection, which would connect to the pedestrian facilities.

The Burlington County Bridge Commission has proposed the following changes for the intersection:

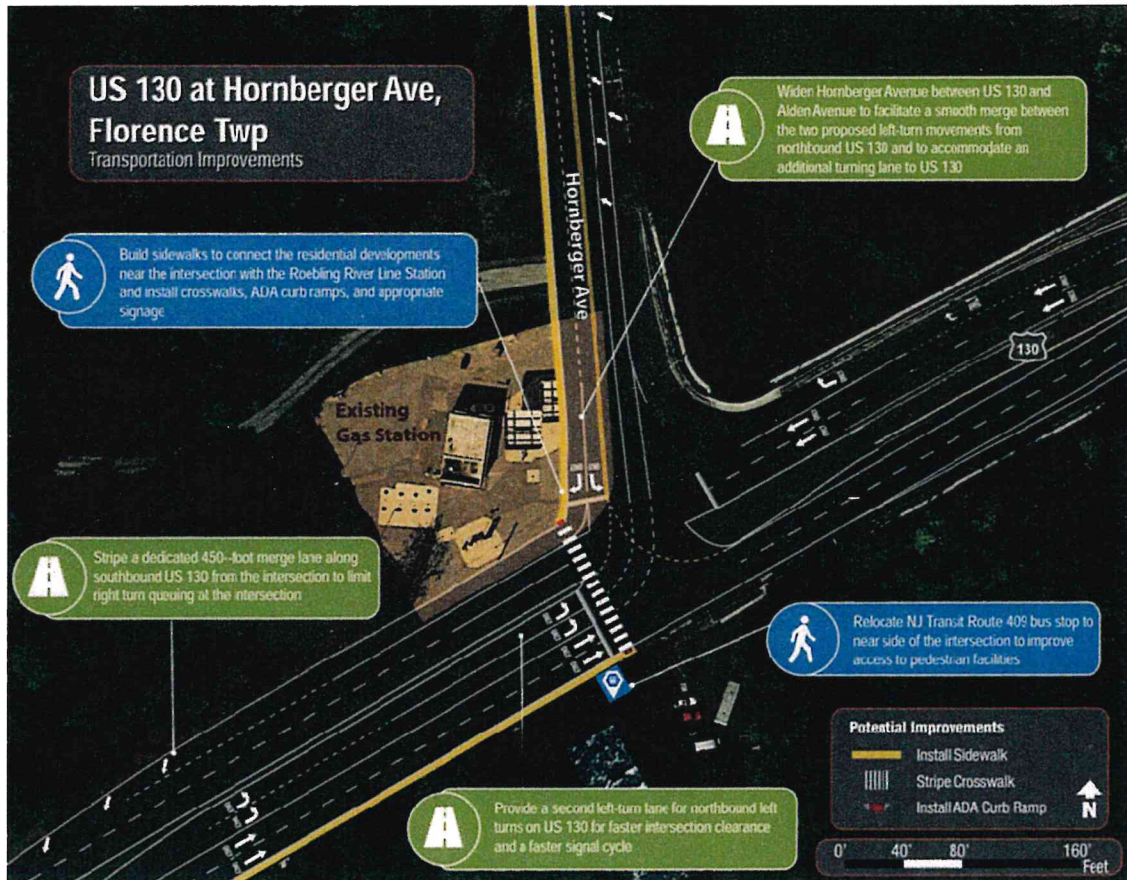
- Widen Hornberger Avenue between U.S. 130 and Alden Avenue.
- Extend left-turn stacking lane on northbound U.S. 130 for Hornberger Avenue.
- Construct left-turn and right-turn lanes from Hornberger Avenue to U.S. 130.

### Recommendations

- Provide a second left-turn lane for northbound left-turns on U.S. 130 for faster intersection clearance and a faster signal cycle. This will

likely require moving a section of the U.S. 130 median to the north to accommodate the extra width of the proposed lane.

- Widen Hornberger Avenue between U.S. 130 and Alden Avenue to facilitate a smooth merge between the two proposed left-turn movements from northbound U.S. 130 and to accommodate the proposed right and left-turn lanes to U.S. 130.
- Stripe a dedicated 450-foot merge lane along southbound U.S. 130 from the intersection to limit right-turn queuing at the intersection.
- Improve pedestrian accommodation by building sidewalks to connect the residential developments near the intersection with the Roebling River Line Station and by installing crosswalks, ADA curb ramps, and appropriate signage.
- Install advance signage on northbound U.S. 130 to warn drivers of the Fairbrook Drive intersection and stripe "right-turn only" onto the dedicated right-turn lane to deter last-second left merges by through traffic.



Source: Burlington County River Route Corridor Study, Page 33-34 June 2018.



## 2. Hornberger Avenue at Delaware Avenue (CR 656), Florence Township, MP 5.5

Improving pedestrian and bicycle circulation and safety at the Delaware Avenue and Hornberger Avenue is important. Since Delaware Avenue is a county road, Florence Township should work with Burlington County to implement the recommended improvements to the intersection.

### HORNBERGER AVE AT DELAWARE AVE (CR 656), FLORENCE TWP, MP 5.5

#### Configuration

This four-legged intersection has a two-way stop control for the eastbound and westbound approaches on Hornberger Avenue. Delaware Avenue, Olive Street, and Hornberger Avenue each carry one travel lane in each direction. There are dedicated left-turning lanes in each direction of Delaware Avenue only, in addition to striped shoulders. Crosswalks are striped across Hornberger Avenue and Delaware Avenue on east the north side of the intersection.

#### Crashes

- 7 Crashes between 2014-2016; 1 moderate injury

#### AADT

- Hornberger Avenue – Data not available
- Delaware Avenue – Data not available

#### Considerations

Located midway between the Florence Village and Roebing sections of Florence Township, this intersection experiences significant bicycle and pedestrian activity due to the proximity of two churches and two schools on Hornberger Avenue. In addition, there are multiple retail and commercial services located within a 5-minute walking distance from the intersection on Hornberger Avenue, including a tavern, bakery and Roebing Town Market. There are two NJ Transit bus stops within 300 feet of the intersection, one on Hornberger Avenue and another on southbound Delaware Avenue approaching the intersection. Florence Township's consolidated fire department uses Olive Street to access Roebing, in Florence Village.

#### Issues

- Two of the four crossings at the intersection lack crosswalks.
- Alignment of Olive Street reduces sight distance and visibility of vehicles traveling northbound on Delaware Avenue approaching the intersection.
- Sidewalks are discontinuous at the intersection, especially along the eastbound side of Hornberger Avenue.

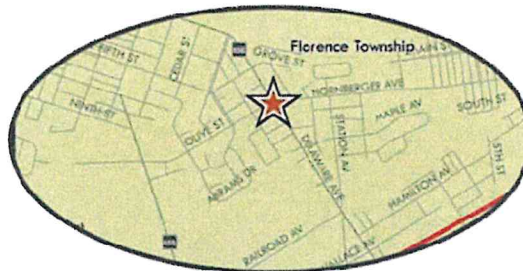
*Source: Burlington County River Route Corridor Study, Page 35, June 2018.*

Roebing, in Florence Village.

#### Issues

- Two of the four crossings at the intersection lack crosswalks.
- Alignment of Olive Street reduces sight distance and visibility of vehicles traveling northbound on Delaware Avenue approaching the intersection.
- Sidewalks are discontinuous at the intersection, especially along the eastbound side of Hornberger Avenue.

*Source: Burlington County River Route Corridor Study, Page 35, June 2018.*



- There are no dedicated bicycle facilities at the intersection or on either of the associated roadways.

#### Recommendations

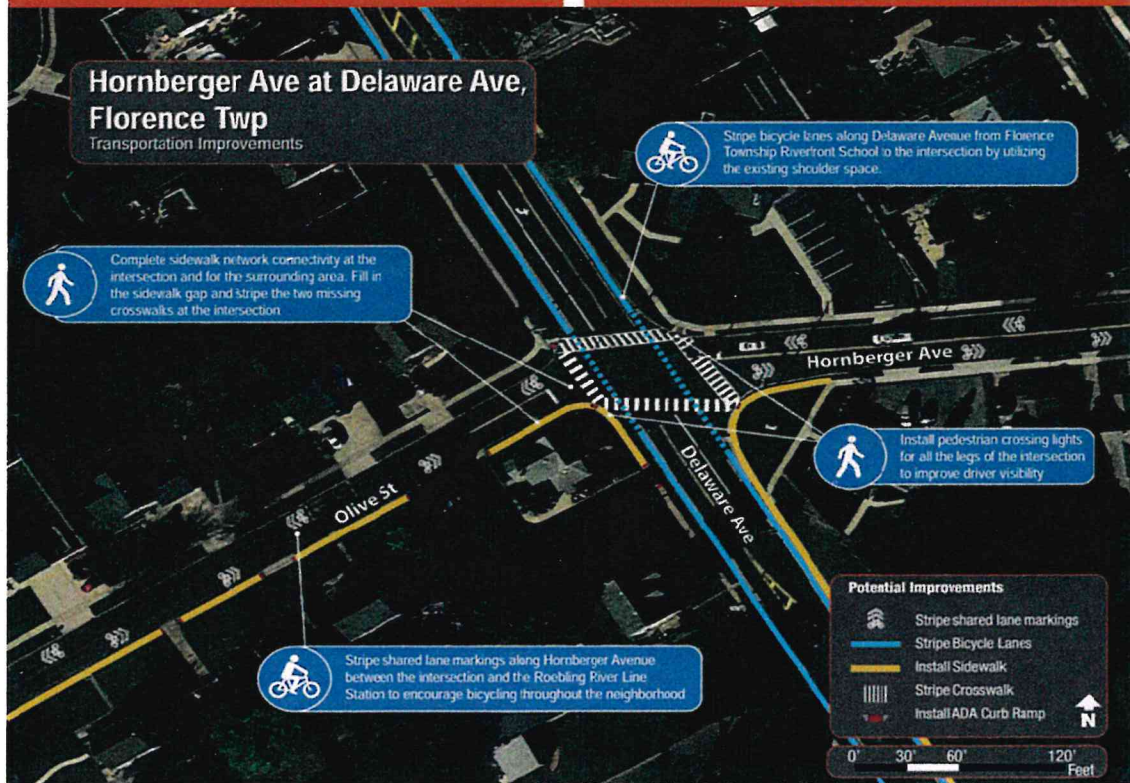
- Fill in the sidewalk gap at the intersection and along both associated roadways to connect residential areas with schools and local businesses.
- Stripe bicycle lanes along Delaware Avenue from Florence Township Riverfront School to the intersection by utilizing the existing shoulder space.
- Install pedestrian crossing lights for all legs of the intersection to improve driver visibility.
- Stripe shared lane markings along Hornberger Avenue between the intersection and the Roebing River Line Station to encourage bicycling throughout the neighborhood.
- Stripe all missing crosswalks at the intersection.



Incomplete pedestrian network at intersection



Delaware Avenue is a prime candidate for bicycle lanes



Source: Burlington County River Route Corridor Study, Page 36-37, June 2018.



### 3. U. S. 130 at Cedar Lane (CR 659)/Florence-Bustleton Road, Florence Township, MP 50.2

The recommendations to the Route 130 - Cedar Lane - Florence-Bustleton Road intersection will address current circulation deficiencies and improve the flow of traffic. Florence Township should work with New Jersey Department of Transportation, Burlington County and property owners to implement the recommendations.

#### U.S. 130 AT CEDAR LN (CR 659)/FLORENCE-BUSTLETON RD, FLORENCE TWP, MP 50.2

##### Configuration

This four-legged intersection is controlled by a traffic signal. U.S. 130 carries two travel lanes in each direction plus shoulders. There are dedicated on and off-ramp lanes for near-side jug-handles in each direction of U.S. 130. Cedar Lane and Florence-Bustleton Road both carry one travel lane in each direction plus shoulders. There are dedicated left-turn lanes and signals on both Cedar Lane and Florence-Bustleton Road onto U.S. 130.

##### Crashes

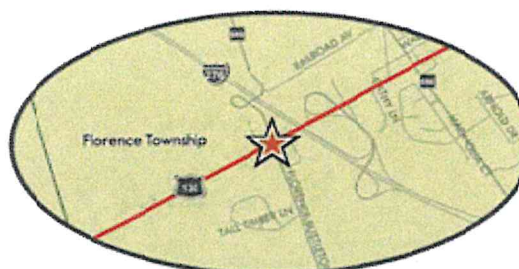
- 41 Crashes between 2014-2016; 1 moderate injury
- Primarily occurred along southbound Cedar Lane (CR 659) approaching the intersection and along U.S. 130 northbound approaching the intersection

##### AADT

- U.S. 130 – 29,143 in 2014, 25,412 in 2015
- Florence-Bustleton Road – 3,256 in 2015

##### Considerations

This intersection is located next to the exit and entry ramps to the New Jersey Turnpike Extension Interchange 6A and is surrounded by major warehousing and distribution centers, including a new Amazon facility. As a result, high truck volumes are typical at this intersection and require attention. There are commercial uses adjacent to the intersection as well, including a gas station, convenience stores, fast food establishments, and more. The Florence Township Memorial High School is located just over half a mile south of the intersection. Cedar Lane and Florence-Bustleton Road are the primary connections between the school and the Roebling neighborhood of the Township. Sidewalks between the High School and the Tall Pines development are slated for construction in the near future. A mixed-use development, including a hotel, are proposed for the southwest corner of the intersection.



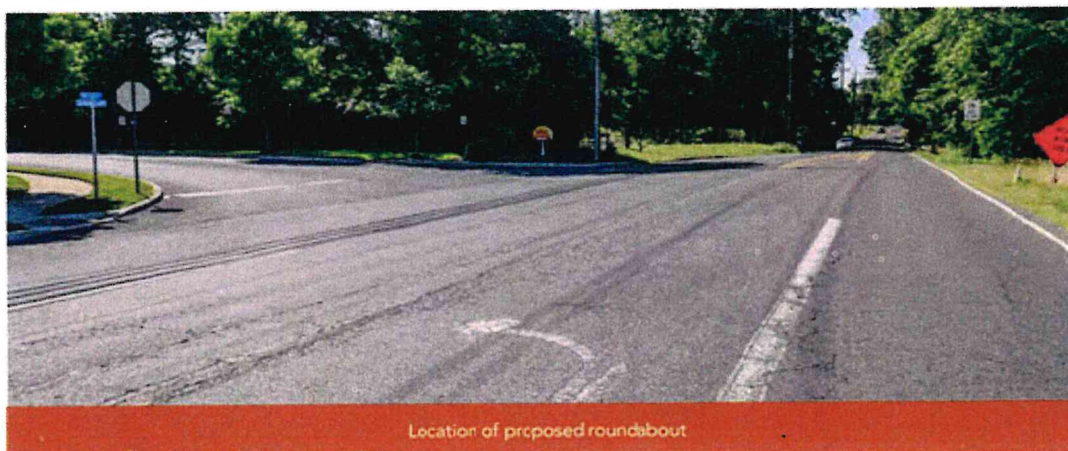
##### Issues

- High truck volumes limit the throughput of the intersection.
- There is inadequate left turn capacity from southbound U.S. 130 to Florence-Bustleton Road.
- A high incidence of crashes has been documented along northbound U.S. 130 at the split with the right-turn lane to the near-side jug-handle.
- There is no pedestrian connection between the north and south side of U.S. 130 at the intersection.

##### Previous Studies and Recommendations

The 1997 DVRPC River Route Corridor Study made the following recommendations for this intersection:

- Construct near-side jug-handles for both northbound and southbound U.S. 130 left and right-turns.
- Eliminate the center left-turn lanes on U.S. 130.
- Widen Florence-Bustleton Road to provide a left-turn lane and a shared through and right-turn lane on the northbound approach.
- Widen U.S. 130 to provide acceleration and deceleration lanes for the new interchange.



Source: Burlington County River Route Corridor Study, Page 41-42, June 2018.

As of 2018, these recommendations have been implemented.

The Burlington County Bridge Commission has proposed the following additional changes to the intersection:

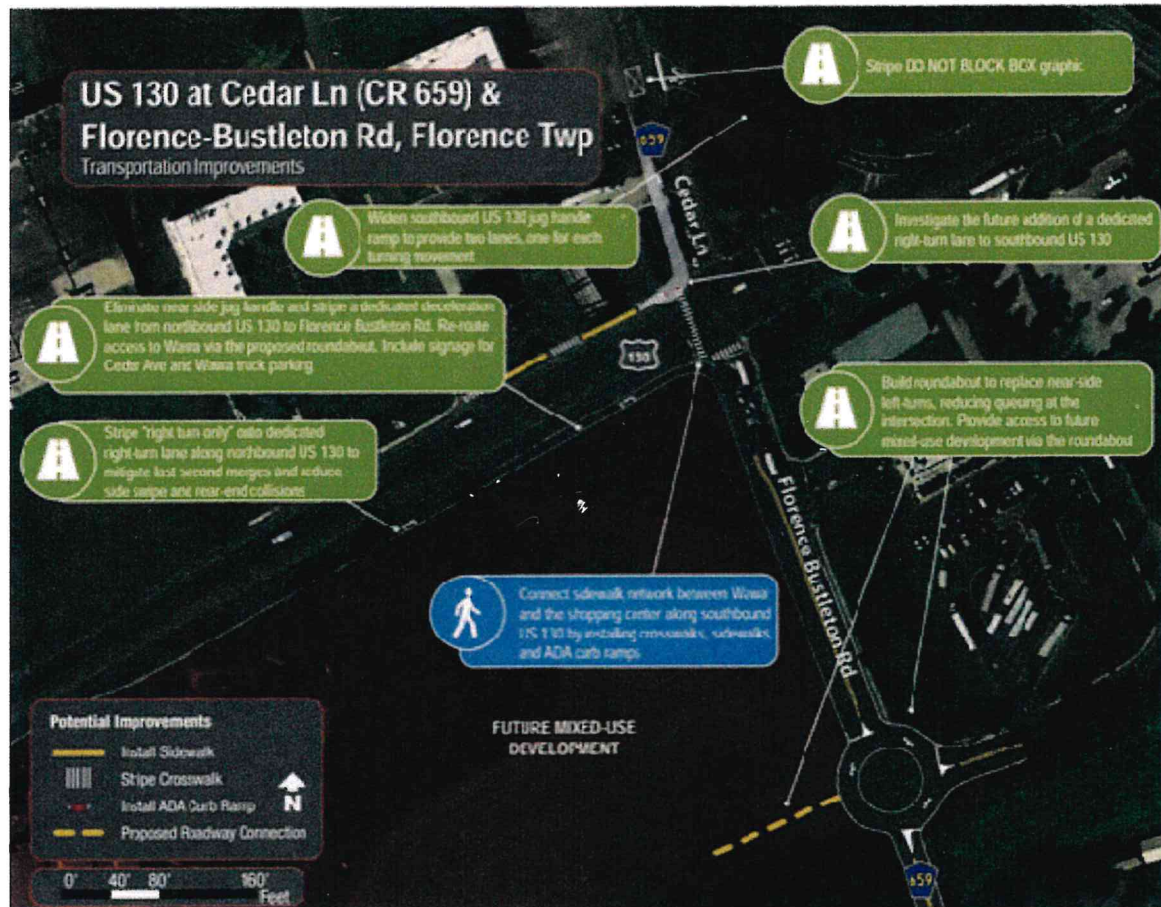
- Eliminate the northbound U.S. 130 jug-handle.
- Construct a roundabout on Florence-Bustleton Road to replace the existing jug-handle and to calm traffic. Provide direct access to the future mixed-use development via the proposed roundabout.
- Widen southbound U.S. 130 jug-handle ramp to provide two lanes, one for each turning movement.

### Recommendations

- Construct a roundabout on Florence-Bustleton Road to replace the existing jug-handle and to calm traffic. Provide direct access to the future mixed-use development via the proposed roundabout.
- Eliminate the nearside jug handle and stripe a dedicated deceleration lane from northbound U.S. 130 to Florence-Bustleton

Road. Re-route access to Wawa via the proposed roundabout. Include signage for Cedar Ave and Wawa truck parking.

- Widen the southbound U.S. 130 jug-handle ramp to provide two lanes, one for each turning movement.
- Stripe "Right turn Only" onto dedicated right turn lane along northbound U.S. 130 to mitigate last second merges and to reduce side-swipe and rear-end collisions.
- Stripe "Do Not Block Box" graphic at the southbound jug-handle terminal to reduce vehicular conflicts at the intersection.
- Investigate the future addition of a dedicated right-turn lane to southbound U.S. 130 from Cedar Lane to improve circulation at the intersection. This may require additional right-of-way acquisition.
- Connect the pedestrian network between Wawa and the shopping center along southbound U.S. 130, including crosswalks, sidewalks, and ADA curb ramps.



Source: Burlington County River Route Corridor Study, Page 42-43, June 2018.



#### **4. Burlington Township/Florence Industrial Area (Daniels Way, Railroad Avenue, Hughes Drive)**

The Daniels Way Extension is important for re-routing truck traffic generated along portions of West Front Street and River Road from traveling through residential areas located along the balance of West Front Street, and East Front Street and Delaware Avenue to access Route 130. It is imperative that Florence Township works with Burlington County and Burlington Township to bring the extension to fruition.

The Railroad Avenue Extension is important for re-routing truck traffic generated in the industrial area along Cedar Lane and Railroad Avenue away from Delaware Avenue, where the intersection of Delaware Avenue and Railroad Avenue is unable to accommodate trucks and causes trucks to straddle the railroad when the intersection becomes congested, to access Route 130. It is imperative that Florence Township works with New Jersey Transit, Conrail, New Jersey Turnpike Authority, Burlington County and property owners to establish the most beneficial alignment of the extension and bring the extension to fruition.

## BURLINGTON TWP/ FLORENCE INDUSTRIAL AREA (DANIELS WAY, RAILROAD AVE, HUGHES DR)

### Configuration

The Burlington Township/Florence Industrial area's rapid expansion necessitates additional circulation routes to distribute large truck traffic smoothly throughout the industrial area. River Road, Neck Road, Dultys Lane, and John Galt Way are currently the only vehicular access points to the industrial area. Minor interior roadways include Daniels Way and Richards Run. The industrial area is served by the New Jersey Turnpike Extension Interchange 6A, I-295 Interchange 52, and U.S. 130.

### Issues

- The Haines Center industrial park is rapidly developing, but construction of circulation roadways within the complex is not keeping pace.
- While John Galt Way is the easternmost roadway within the Haines Center industrial park, the roadway does not connect with Cedar Lane and the industrial park to the east of I-276, which contains the new Amazon facility, or to River Road to the west.
- Pedestrian activity has been documented along the railroad tracks between Cedar Lane and the Florence River Line Station.

### Previous Studies and Recommendations

The 1997 DVRPC River Route Corridor Study made the following recommendations for this intersection:

- Improve the internal circulation of the industrial area by providing frontage and access roads on either side of U.S. 130, connecting to Cedar Lane, Dultys Lane, and future industrial parcels.

Since the 1997 plan, Daniels Way, Richards Run, and other localized circulation roads and driveways have been constructed to provide access to new industrial land uses.

The Burlington County Bridge Commission has proposed the following additional changes to circulation of the Haines Center Industrial Park:

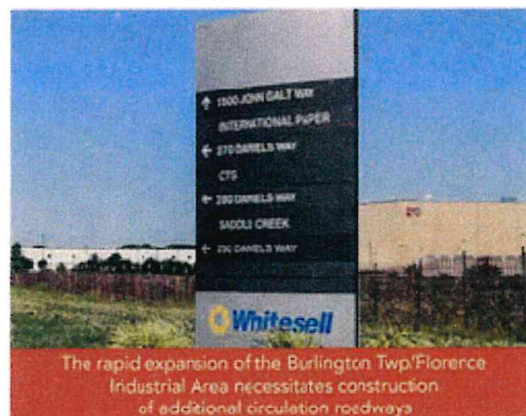
- Upgrade and extend Daniels Way from the Township line to River Road.
- Construct a roundabout at the western terminus of the proposed

### Daniels Way Extension

- Connect Cedar Lane to John Galt Lane by extending Railroad Avenue to Richards Run.

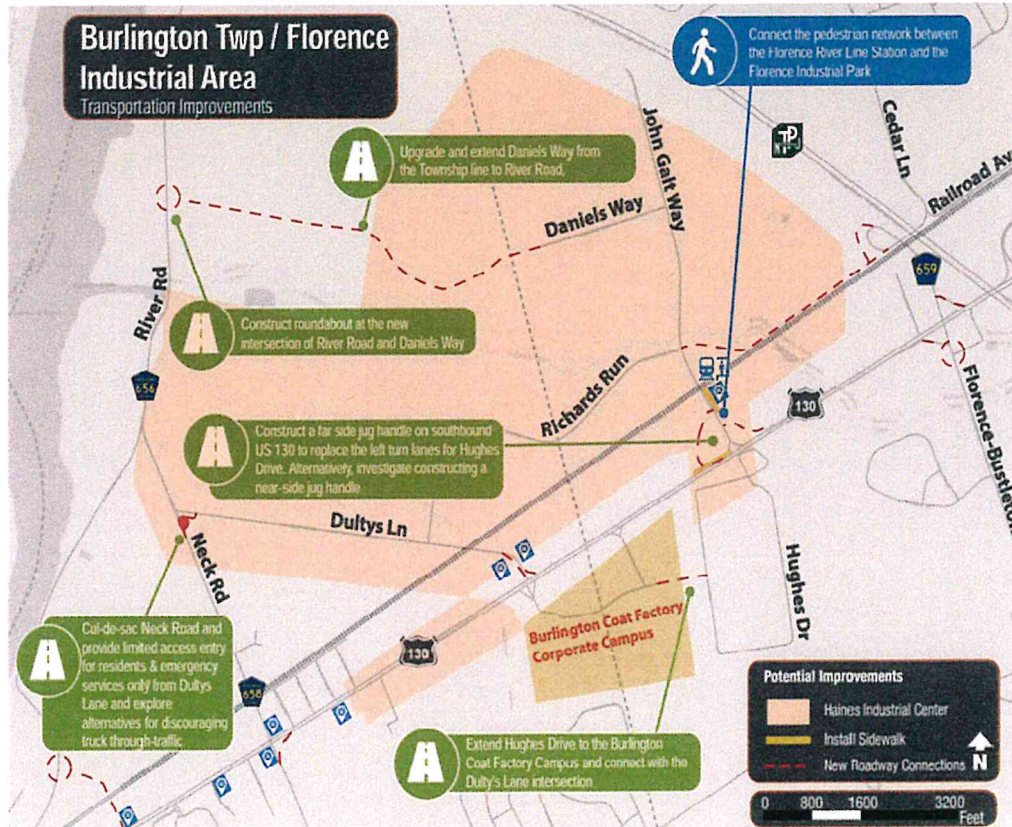
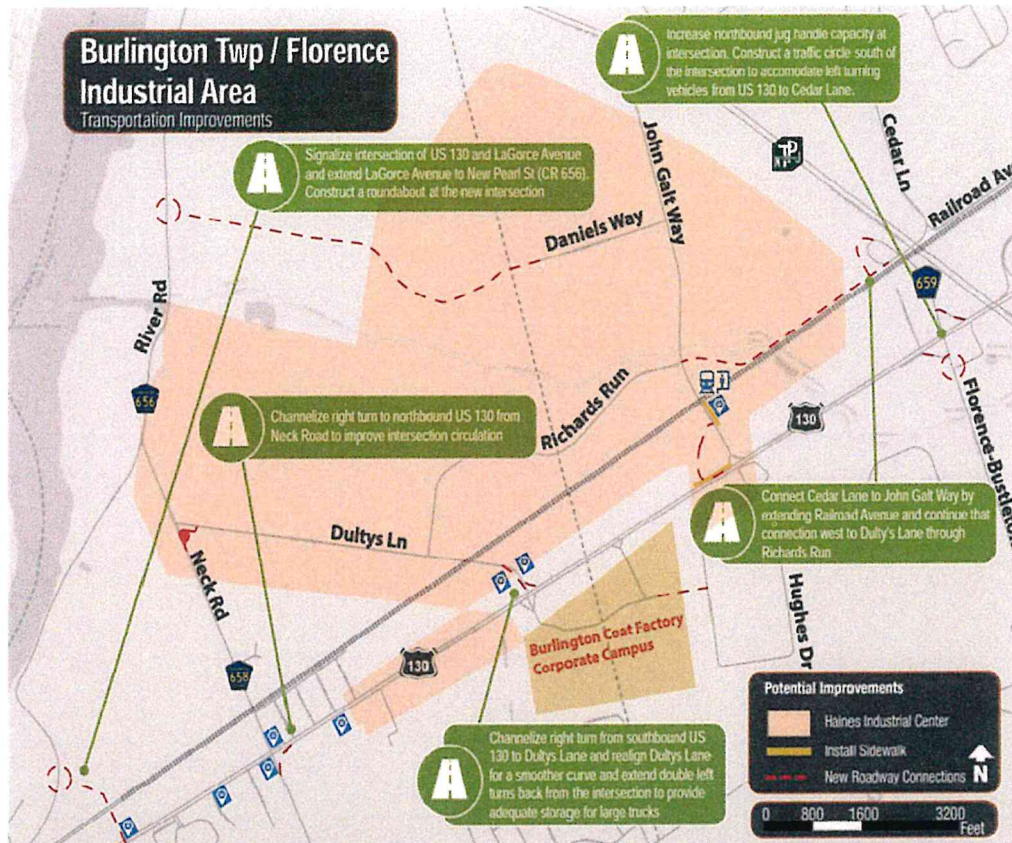
### Recommendations

- Upgrade and extend Daniels Way from the Township line to River Road. The extension will require right-of-way acquisition.
- Construct a roundabout at the western terminus of the proposed Daniels Way Extension.
- Connect Cedar Lane to John Galt Lane by extending Railroad Avenue to Richards Run. This upgrade should provide a pedestrian connection between the Florence River Line Station and the industrial parcels along Cedar Avenue. Additional right-of-way may need to be acquired.
- Extend Hughes Drive to the Burlington Coat Factory Campus and connect with the Dultys Lane intersection.



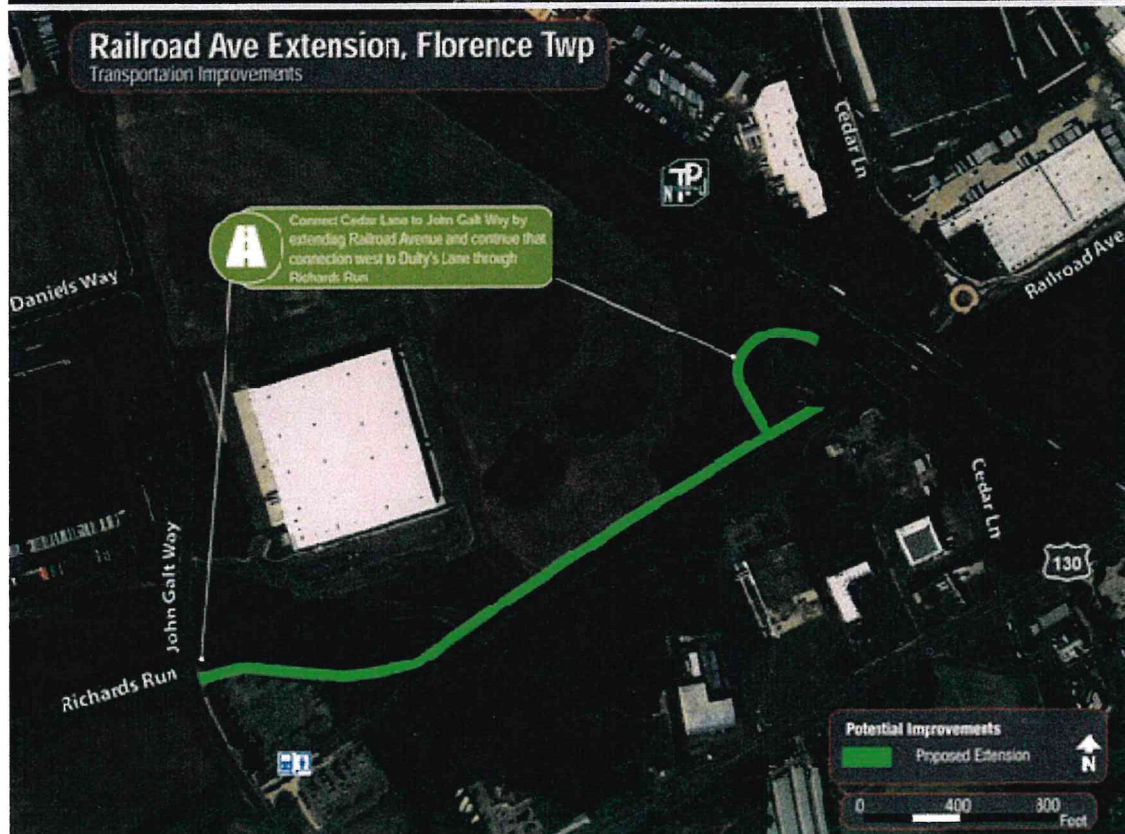
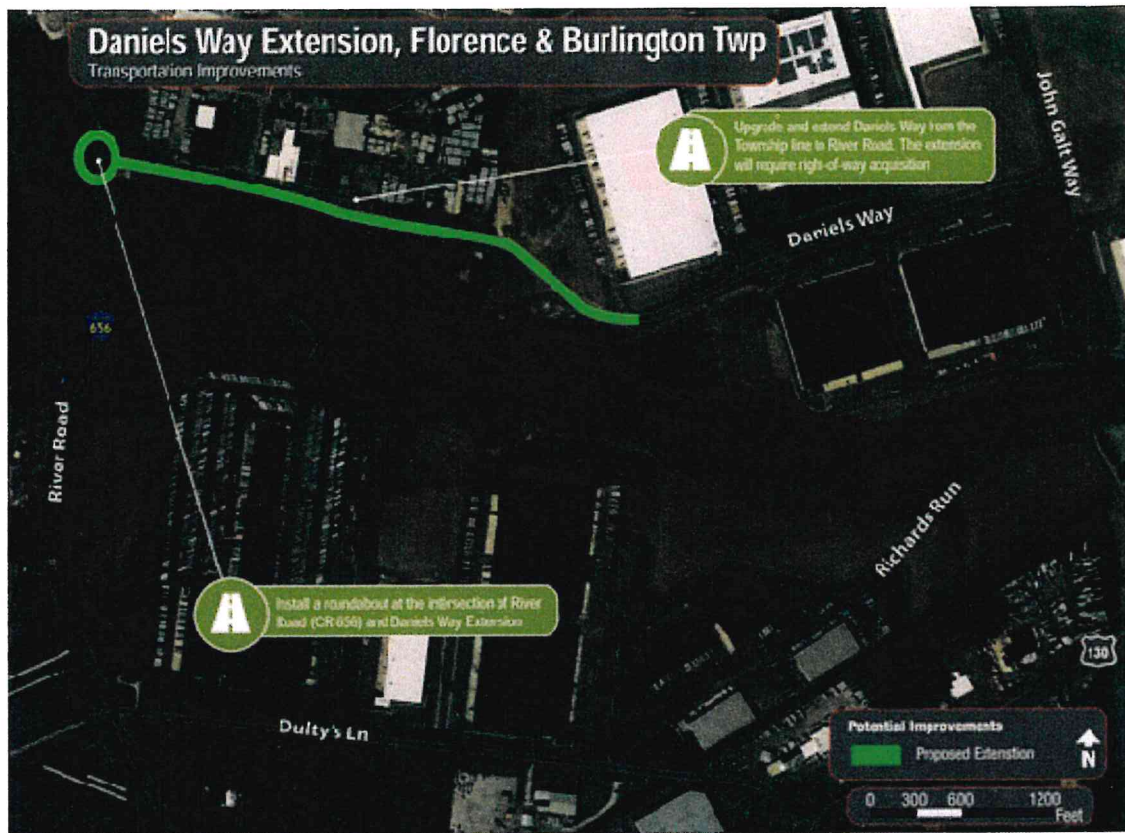
Source: Burlington County River Route Corridor Study, Page 47-48, June 2018.





Source: Burlington County River Route Corridor Study, Page 49-50, June 2018.





Source: Burlington County River Route Corridor Study, Page 51-52, June 2018.



## **G. Freight Movement Around NJ Turnpike Interchange 6A, March 2018**

In March 2018, DVRPC examined the movement of freight within the vicinity of NJ Turnpike Interchange 6A and studied the impacts that freight movement had on the road network. The study area encompassed parts of Florence Township, Burlington Township and Burlington City that were zoned for light/heaving industry and manufacturing. The study was prepared in response to the need for a regional planning approach to address the rapid growth of logistics-based industrial growth within the Interchange 6A area. While this emergent freight center has become an important part of the economies of Burlington County and the greater bi-state region in which the county is located, it has caused increases in traffic congestion and safety issues within the region.

The study included a number of roadway network improvements along the corridor, many involving the same roads discussed in the Burlington County River Route Corridor Study. Since many of the recommendations are outdated, the study is mentioned for the planning efforts made over the years to improve the corridor.

## **H. NJDOT Proposed Roadway Improvements**

Intersection improvements at Route 130, Delaware Avenue/Florence-Columbus Road (CR 656) have been under study by the NJDOT. On March 1 to 31, 2021, a Public Information Center was held regarding proposed improvements. Six Alternatives were proposed with Alternative 6, shown on **Figure V-34. Alternative 6 Intersection Improvements**, the selected Preliminary Preferred Alternative (PPA). Improvements in this Alternative include:

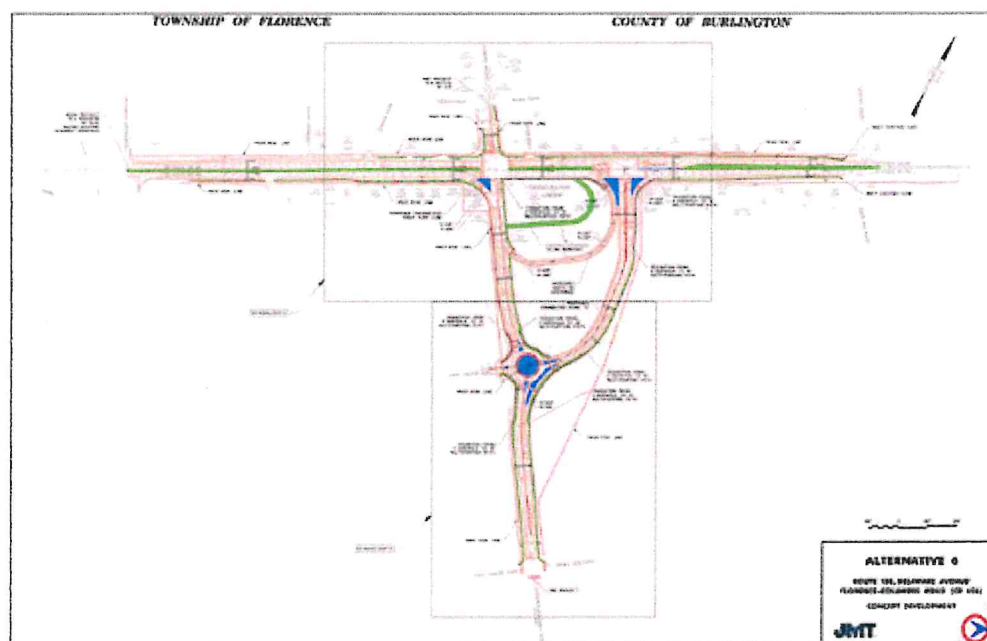
- Roadway widening along Route 130 to accommodate dedicated/channelized right-turn movements
- Prohibits left turn movements at the intersection of Route 130 and Delaware Avenue/Florence-Columbus Road
- Reallocates existing turning lanes to additional through and receiving lanes to increase flow through the intersections
- Enlarges the Route 130 Southbound jughandle
- Diverts Delaware Avenue left-turn movements to Route 130 via the construction of a new Connector Roadway. It is noted that Florence Township requested this movement be changed back to allowing left turns from Delaware Avenue directly to Route 130 northbound rather than making vehicles take the circuitous route to the new Connector Roadway.
- Creates a new signalized intersection northeast of the Delaware Avenue/Florence-Columbus intersection on Route 130 to service left-turn movements
- Construction of roundabout south of Florence-Columbus Road at existing unsignalized Birch Hollow Drive intersection to support the proposed Connector Roadway
- Comprehensive upgrade of bicycle and pedestrian accessibility to meet current NJDOT Complete Street requirements

If the PPA moves forward, NJDOT anticipates construction would be completed in the summer of 2025. NJDOT is reviewing the comments from the Township and the public. The next phase of the project how the project will be funded and whether the project-lead will be the County or NJDOT.

**Figure V-14. Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)  
Alternative 6**



**Route 130, Delaware Ave./Florence-Columbus Rd.  
(CR 656) - Alternative 6**

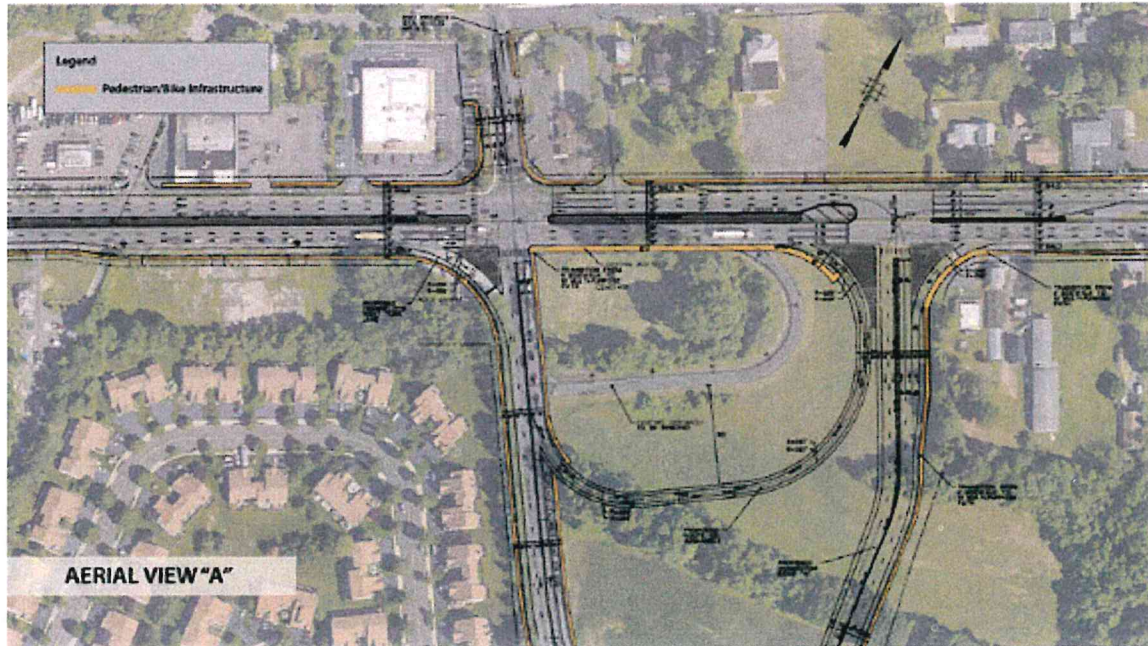




**Figure V-15. Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)  
Aerial View "A"**



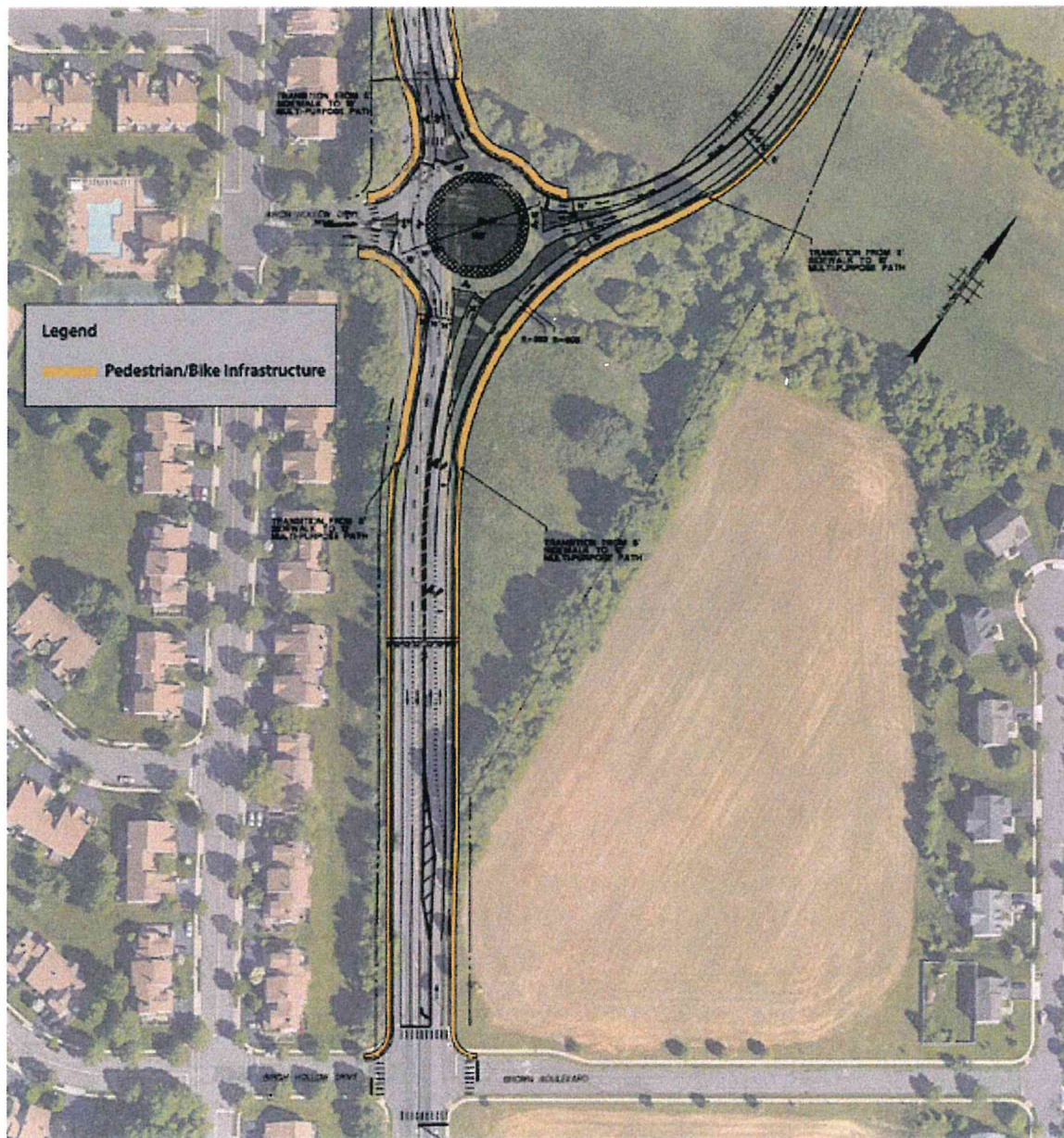
**Route 130, Delaware Ave./Florence-Columbus Rd.  
(CR 656) - Aerial View "A"**



**Figure V-16. Route 130, Delaware Avenue/Florence-Columbus Road (CR 656)  
Aerial View “B”**



**Route 130, Delaware Ave./Florence-Columbus Rd.  
(CR 656) - Aerial View “B”**





## **I. Northern Route 130 Regional Transportation and Circulation Plan, Burlington County, New Jersey**

At its July 26, 2017 conference meeting, the Burlington County Board of Chosen Freeholders created a committee to study and provide recommendations to address growing transportation and circulation issues that are affecting the Northern Route 130 Transportation Region, of which Florence Township is a part. In July, 2018, the County entered into a Shared Services Agreement with Florence Township, Burlington City and Township and Mansfield Township to coordinate, develop and implement a Northern Route 130 Circulation and Transportation Plan. The new plan will take into account current and future residential and non-residential growth within the region, current traffic data and future projections, and provide recommendations for road improvements with estimated costs. The new plan will also serve as a basis for determining the fair share contributions developers will be required to make towards the traffic solutions. To date, this Plan still needs to be finalized and is anticipated to be completed during the latter portion of 2022. The recommendations of this Plan must be reevaluated in terms of their relevance to Florence Township and whether they should be added to the Circulation Plan Element of the Master Plan.

### **J. Need for Additional Studies**

Section B. of the Circulation Plan Element discussed the need to weight-restrict portions of West Front Street, and East Front Street and Delaware Avenue to prohibit tractor-trailers and large trucks traveling these roads that traverse through residential areas to access Route 130. The section described the current alternate route for the industrial area along West Front Street and River Road accessing Route 130: traveling south through the industrial areas in Burlington Township via River Road (a county road), a portion of Neck Road (a county road) to Dulty's Lane (which was recently made a county road), and then to Route 130. The need for an alternative to the Dulty's Lane route for accessing Route 130 was also identified: a new connector road extending from River Road in Burlington Township to Daniels Way to John Galt Way in the Haines Industrial Center in Florence Township and then to Route 130. Since this new connector road would provide an alternative for industrial traffic generated in the vicinity of West Front Street and River Road to access Route 130, the segment of roadway from River Road to Route 130 should become a county road.

A study is needed to determine the feasibility of constructing a roundabout designed to prohibit tractor-trailers and large trucks from traveling from the industrial areas along portions of West Front Street and River Road beyond the sharp curve in West Front Street through residential areas toward Route 130. The roundabout should permit tractor-trailers and large trucks to make a full "U-turn" returning to West Front Street that heads toward River Road while prohibiting the trucks from exiting onto the portion of West Front Street that heads toward East Front Street and Delaware Avenue and ultimately to Route 130. A possible location for the roundabout is the vicinity of the large parking lot opposite R.D. Wood Park. Other locations may be viable. Since West Front

Street is part of CR 656, the study should be conducted with the Burlington County Engineer.

Given the need for the connector road from River Road to Daniels Way, a study should be prepared to determine the feasibility of constructing a roundabout at the intersection of Daniels Way and John Galt Way to facilitate an improved, safer flow of traffic generated by the industrial development along West Front Street and River Road endeavoring to access Route 130. This study should be conducted with the Burlington County Engineer.

A study is needed for determining the feasibility of extending Railroad Avenue to John Galt Way. Section F.4. of this Circulation Plan Element discusses the recommendation for the extension. The extension would accomplish several improvements to the overall circulation of the area: (1) re-route truck traffic away from the intersection of Delaware Avenue and Railroad Avenue, which is unable to safely accommodate truck turning movements and causes trucks to straddle the railroad when the intersection is congested; (2) redesign the “whirlybird” with larger radii that reduces the potential for vehicles, particularly tractor-trailers, from colliding with the guidrails; (3) provide an alternate route to Route 130 via John Galt Way; and (4) install sidewalks for safe passage of pedestrians and bicyclists from John Galt Way and the RiverLINE light rail station, to the extension, and ultimately to Railroad Avenue and Cedar Lane where industrial facilities are located north of the Pennsylvania Extension.

Previous studies conducted by Burlington County and DVRPC found future traffic issues may arise at the Route 130 and John Galt Way intersection. The studies recommended various improvements for the intersection; however, it was found that the recommendations, if built, would cause significant losses of developable land. A study is needed to investigate solutions for addressing the traffic issues at this intersection while minimizing loss of developable land. This study should be conducted with the Burlington County Engineer and NJDOT.

#### **K. Alternate Vehicle Fueling Stations**

A newly added requirement for Circulation Plan Elements is to identify the locations of existing and proposed allocations for public electric vehicle charging infrastructure. Alternate Vehicle Fueling Stations are currently available at the Wawa at 2060 US Route 130 northbound on the western side of the Township and at Burlington Stores Corporate Office at 1830 US Route 130. The Tesla Supercharger spaces at Wawa are for public use and the Charge Point Charging Stations at Burlington Stores appear to be non-public for employees.

The Township intends to request applicants for various Site Plan approvals to consider adding electric vehicle charging stations. In addition, the Planning Board and Zoning Board will be encouraged to approve such applications added to existing facilities where appropriate and where the benefit of the approval outweighs the detriment or potential detriment should a deviation from ordinance standards be proposed.